BC Transit

Annual Report

1989-**1990**

BC Transit's mission is: "to enhance the social and economic life of the communities it serves by providing safe, reliable, environmentally sound, effective public transit."

91-00005/

Lieutenant-Governor in Council

Sir:

It is my privilege to forward to you the 1989/90 financial statements and annual report of BC Transit.

Yours sincerely,

Rita M. Johnston
Minister Responsible

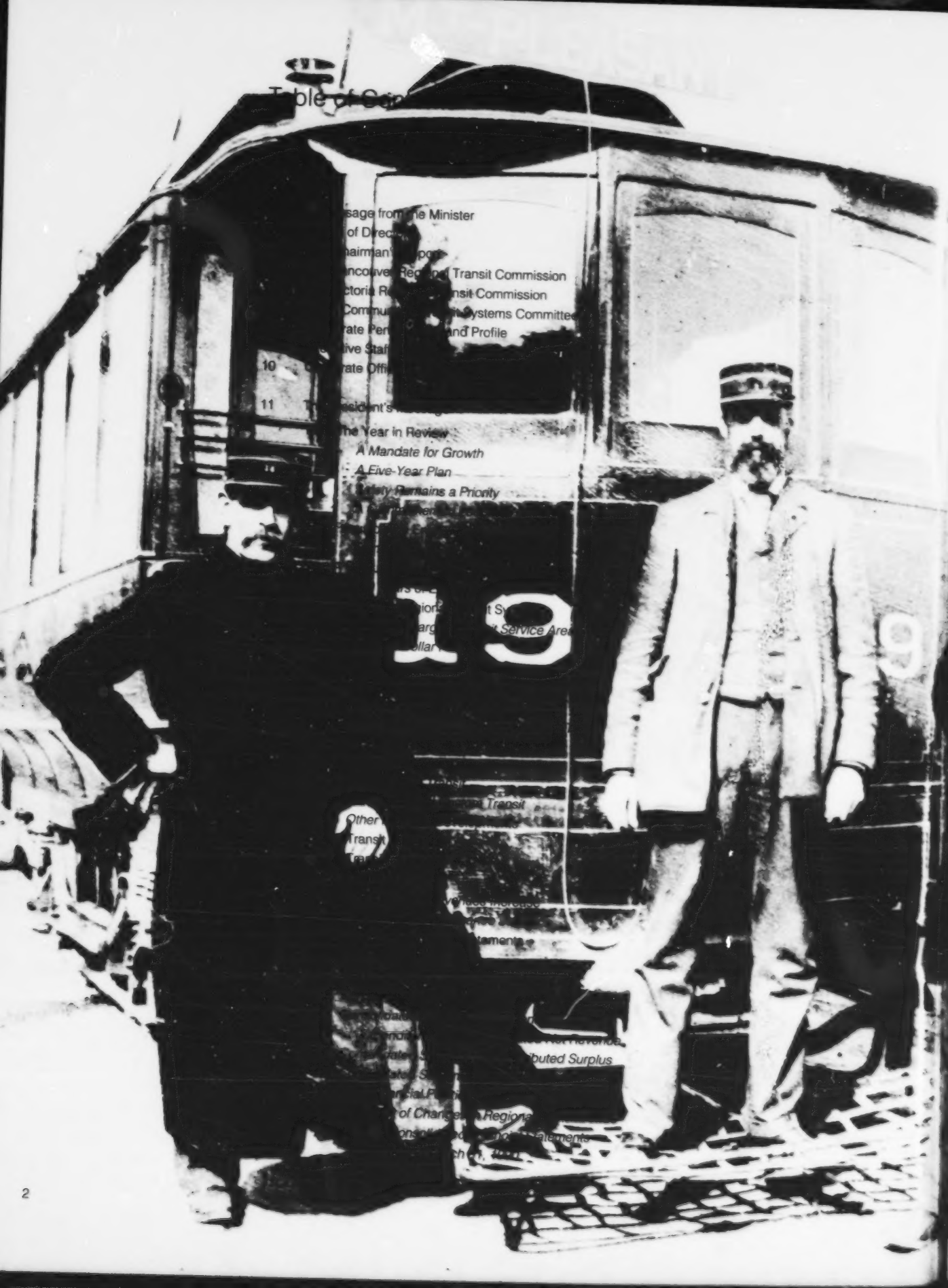
The Honorable
Rita M. Johnston
Minister of Transportation
and Highways,
Province of British Columbia,
Victoria, B.C.

Madam:

I have the honor to transmit the 1989/90 annual report of BC Transit.

Yours sincerely,

Stuart M. Hodgson
Chairman



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The year 1990 marks the hundredth anniversary of transit in British Columbia. This BC Transit annual report is dedicated to the thousands of British Columbians who have worked in public transit over the past 100 years. Together, you've made transit in British Columbia one of the best public transit services in the world.

Mike J. O'Connor,
President
and Chief Operating Officer

Clockwise from top left: the Honorable Rita M. Johnston at the July 31, 1989, announcement of the government's billion dollar rapid transit construction program; left to right are Lillian Vander Zalm, Premier Bill Vander Zalm, the Honorable Rita M. Johnston and transit fan, Kelly Raeburn; riding the first train to the new Scott Road Station, March 16, 1990, the Honorable Rita M. Johnston took the wheel in front of the legislative buildings, Victoria, February 22, 1990, to drive through a banner that announced the city's celebration of 100 years of transit.

A Message from the Minister

As British Columbia celebrates 100 years of public transit, the challenge for better and more comprehensive transit in the province is clearly evident and more complex in this centennial year.

A continuing upward economy accompanied by spiralling population growth in many major suburban and rural communities, creates an increased demand for public transit. These pressures are made more acute by the public's growing awareness for environmental conservation, and transit's obvious leadership role in helping to keep British Columbia green.

Environmental conservation is strongly reflected in the government's Transportation Plan for British Columbia. While plans for highways in those areas where transit is not an option will go ahead, in urban areas — particularly the Lower Mainland — the Transportation Plan stresses the need for alternative means of moving people.

Our mission is clear: We must all work to develop and encourage the use of alternative means of travelling.

To ensure transit can meet the challenges of the future, a billion dollar rapid transit construction program for Greater Vancouver was announced by Premier Bill Vander Zalm on July 31, 1989. The program will bring SkyTrain to Whalley Town Centre by mid-1993 and to Coquitlam by 1995. Under the plan, rapid transit will also reach Richmond by the end of 1995. In addition, articulated SuperBuses and SuperTrolleys will be boosting the capacity and efficiency of transit services by 1991/92.

The billion dollar rapid transit program will also see a third SeaBus built by 1994. A feasibility study into the introduction of fast, passenger-only marine transit, is under way. The service, based at the Vancouver SeaBus terminal, would provide possible service to Port Moody, Deep Cove, West Vancouver, Bowen Island and the Sunshine Coast.

The billion dollar transit program is extremely significant from two financial aspects: (1) For the first time, the government has recognized rapid transit tracks and rights of way as provincial highways and has agreed to fully fund construction; (2) Private enterprise would be invited to make major financial contributions to the costs of stations. In other words, developers and commercial interests who derive substantial economic benefits from SkyTrain, should pay station costs. This is happening in Whalley Town Centre, and we confidently expect it to happen elsewhere on rapid transit lines.

Transportation is fundamental to our economy and to our way of life. It assists in our social and cultural evolution, it acts as a catalyst for economic development, and it provides mobility for people in the communities and regions in which they live and work.

Freedom to Move is a commitment that's working.

Rita M Johnston

Hon. Rita M. Johnston
Minister Responsible

The Board of Directors

Standing, left to right:
Mayor Gordon Campbell, *Vancouver*
Stuart Hodgson, *Chairman of the Board*
William Vogel, *White Rock*
Jackie Drysdale, *Rossland*
Don Ross, *Surrey*
Mayor Don Lanskail, *West Vancouver*
Mayor James Stuart, *Kelowna*
Eric Clarke, *Victoria*
Seated:
The Honorable Rita M. Johnston, *Minister Responsible*
Alderman Frank Carson, *Victoria*

The Chairman's Report

During the year under review, we entered a new decade and a new century of transit in British Columbia. We looked back with pride on the first hundred years of transit in British Columbia, and we celebrated the many achievements of the people who operate the transit system today and those who paved the way for our first-class transit services.

Since 1890, when the first streetcars in B.C. carried passengers in Vancouver and Victoria, public transit has faced demands for service expansion. B.C.'s population continues to grow rapidly, and BC Transit is prepared to serve this increasing population.

During the next decade, transit will reach more people and communities than ever before. The provincial government's billion dollar transportation program, announced in July 1989 by Premier Bill Vander Zalm, will bring rapid transit to Whalley, Richmond and Coquitlam.

To deal effectively with the challenges of demands for continued growth, new senior executives joined the corporation. Mike O'Connor returned to BC Transit as president and chief operating officer, after two years as commissioner and regional manager, Greater Vancouver Regional District; Robert Tribe, a specialist in project management, was appointed to the position of vice-president, design, construction and project management; Heinz Schweinbenz, who played a leading role in the development and operation of transit services in Ontario, was appointed to the position of vice-president and general manager operations and maintenance, Vancouver Regional Transit System; Ron Foyle, who has seen more than 30 years of distinguished police and security work, joined the corporation as manager, corporate security; and Richard Marchant, a professional engineer and MBA who has extensive experience in transportation in both the private and public sectors, was appointed to the position of manager, internal audit. We welcome their expertise.

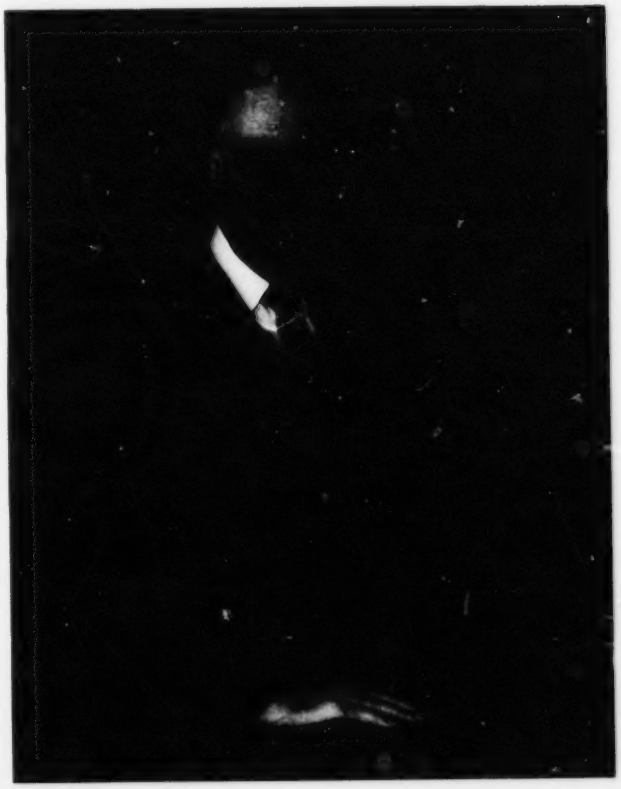
Further essential management restructuring within the corporation saw key managers given new responsibilities, opening up further possibilities for efficient growth and development within the corporation. This restructuring included the appointment of Larry Ward to the position of president and chief executive officer of the British Columbia Rapid Transit Company (BCRTC).

The corporation is prepared to meet the challenges of the next decade. During the year under review, management identified common objectives and created a corporate mission statement that will enable diverse areas of the corporation to work together efficiently.

BC Transit's mission is "to enhance the social and economic life of the communities it serves by providing safe, reliable, environmentally sound, effective public transit." This statement reflects both our commitment to excellence and our concern for the environment.

The last hundred years have been years of achievement for public transit. The year under review itself saw projects of enormous significance both initiated and completed, including the opening of SkyBridge to Surrey and the signing of a contract that will provide sophisticated radio communications in Lower Mainland buses.

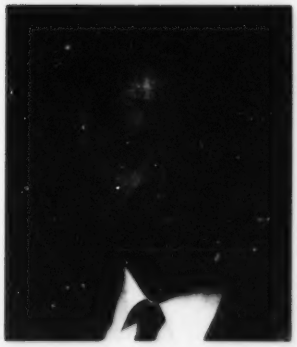
In leaving behind the legacies of one decade for the challenges of the next, BC Transit's employees — the backbone of our corporation — can reflect with pride on a banner year that ended a century of achievements.



S. M. Hodgson

Stuart M. Hodgson,
Chairman and Chief Executive Officer

The Vancouver Regional Transit Commission



Mayor Don Lanskail, Chairman

The Commission consists of locally elected representatives of the 15 municipalities, three villages and three electoral areas within the Vancouver Regional Transit System. Members are appointed by the minister responsible for transit.

This past year, the Vancouver Regional Transit Commission maintained the current level of local taxes collected from the hydro levy at $1.60 per month and the gasoline tax at $0.03 per litre. Fares remained the same as they were in the previous year.

The Commission is conducting a major modernization program for the transit bus fleet, with the purchase of new buses and the introduction of a radio and data communication system. Ridership has increased and additional extensions have been implemented to attract increased ridership.

The Victoria Regional Transit Commission

Alderman Frank Carson, Chairman

The Victoria Regional Transit Commission is appointed by the minister responsible for transit, and is made up of locally elected mayors and aldermen, reflecting the geographic makeup of the region. During the year under review, the Commission successfully acted in all three areas of its responsibility. With the co-operation of the provincial government, capital funding was increased and new facilities and fleet vehicles were acquired to take transit toward the end of the century.

Transit service was expanded during the year and new record levels of ridership were recorded. The Commission has addressed the future needs for light-rail transit and other means of increasing transit's role in the region's transportation needs. Through this period of capital and operating expansion, the Commission was able to maintain good financial control of the system. Local taxes, collected through a levy on B.C. Hydro accounts, were lowered by more than 20 per cent and have not been increased since. Fares on the system, currently $1, are among the lowest for any major Canadian system.

Small Communities Transit Systems Committee

Mayor James Stuart, Chairman

Reporting to the Board of Directors, this Committee reviews and appraises the annual operating program and capital budgets for the Small Community Transit Systems Program, policy matters relating to the systems, and funding policies.

The Committee is composed of: Mayor James Stuart of Kelowna, chairman; Jackie Drysdale of Rossland; and Eric Clarke of Victoria.

The Committee has been successful in ensuring that the transit needs of the non-metropolitan centres in British Columbia are adequately met. In 1989/90, the Committee secured funds for the first significant expansion of the Small Communities Program since 1983. This expansion permitted the implementation of a Custom Transit system in Nanaimo, a new bus service in Chilliwack and the expansion of several other existing services.

Corporate Performance and Profile

Province-wide, BC Transit carried a record-breaking 133.9-million revenue passengers during the year under review, and this figure is expected to grow as transit assumes greater roles in moving people.

An analysis shows: Vancouver Regional Transit System, 112.6 million; Victoria Regional Transit System, 14.5 million; Small Communities, 6.8 million.

BC Transit is the provincial Crown corporation responsible for urban transit systems throughout the Province of British Columbia. Its responsibilities include the conventional and handyDART systems in Victoria and Vancouver, and 21 conventional bus systems, 13 handyDART systems and 13 paratransit systems in other B.C. communities.

The corporation is responsible for planning, funding and marketing the Vancouver and Victoria regional transit systems, as well as operating 585 diesel buses, 244 trolley buses, and the two SeaBuses in the Vancouver region , and 113 buses in the Victoria region.

The 114-vehicle SkyTrain system is operated by the British Columbia Rapid Transit Company Ltd., under contract with BC Transit. The 28 diesel buses in the West Vancouver Blue Bus system are operated by the West Vancouver Municipal Transportation Department.

Throughout British Columbia, in co-operation with local communities, BC Transit is responsible for the implementation, planning, funding and marketing of 47 conventional, handyDART, and paratransit systems. Most of these systems are operated by private contractors in partnership with local governments and BC Transit.

Province-wide, BC Transit carried a record-breaking 133.9-million revenue passengers during the year under review. Below: disembarking SeaBus passengers.

Executive Staff

Standing, left to right: *Vice-President and General Manager, Victoria Operations*, Robert Lingwood; *Vice-President, Corporate Services*, John Cawood; *Corporate Secretary*, Victor Irving.

Seated, left to right: *Vice-President, Planning and Scheduling*, John Mills; *Vice-President and Chief Financial Officer*, Rick Krowchuk; *President and Chief Operating Officer*, Mike O'Connor; *Vice-President and General Manager, Vancouver Operations*, Heinz Schweinbenz; *President and Chief Executive Officer, BCRTC*, Larry Ward; and *Vice-President, Design, Construction and Project Management*, Robert Tribe.

Corporate Officers

Chairman and Chief Executive Officer, Stuart Hodgson

President and Chief Operating Officer, Mike O'Connor

Vice-President and Chief Financial Officer, Rick Krowchuk

Corporate Secretary, Victor Irving

Corporate Counsel, Alan Williams

Alan Williams. *Corporate Counsel*

The President's Message

Mobility is key to the realization of opportunity, and B.C. has always been a province on the move. Since 1890, the people who provide transit service in B.C. have risen to the challenge of helping all transit users to reach their destinations safely and efficiently. Transit employees have played a key role in an integral part of our province's history and can take pride in this achievement.

In 1990, BC Transit celebrates 100 years of public transit in the province, and honors the men and women who provide the transit service today, and those who served before them.

Public transit in the province has grown from a few streetcar lines in Vancouver and Victoria, to a network of diverse services designed to address the disparate needs of citizens throughout our province. Ours is a system that's admired worldwide.

British Columbia is a province of geographic extremes. Mountains, rivers, lakes and valleys combine to create one of the world's richest landscapes. The rugged terrain, however, creates unique transportation challenges. For 100 years, the people who operate public transit services in B.C. have met those challenges effectively, emphasizing innovation and the ability of staff and contractors to provide creative solutions.

Today, BC Transit services range from the Lower Mainland's unique, integrated bus/SeaBus/SkyTrain network, comprised of more than 1,000 vehicles, to the paratransit services of the province's smaller communities. A handyDART network ensures mobility for disabled people throughout the province, offering door-to-door service. And Vancouver will soon become the first Canadian city able to offer conventional bus service to passengers who use wheelchairs, as the first wheelchair-lift-equipped buses begin service in September of 1990.

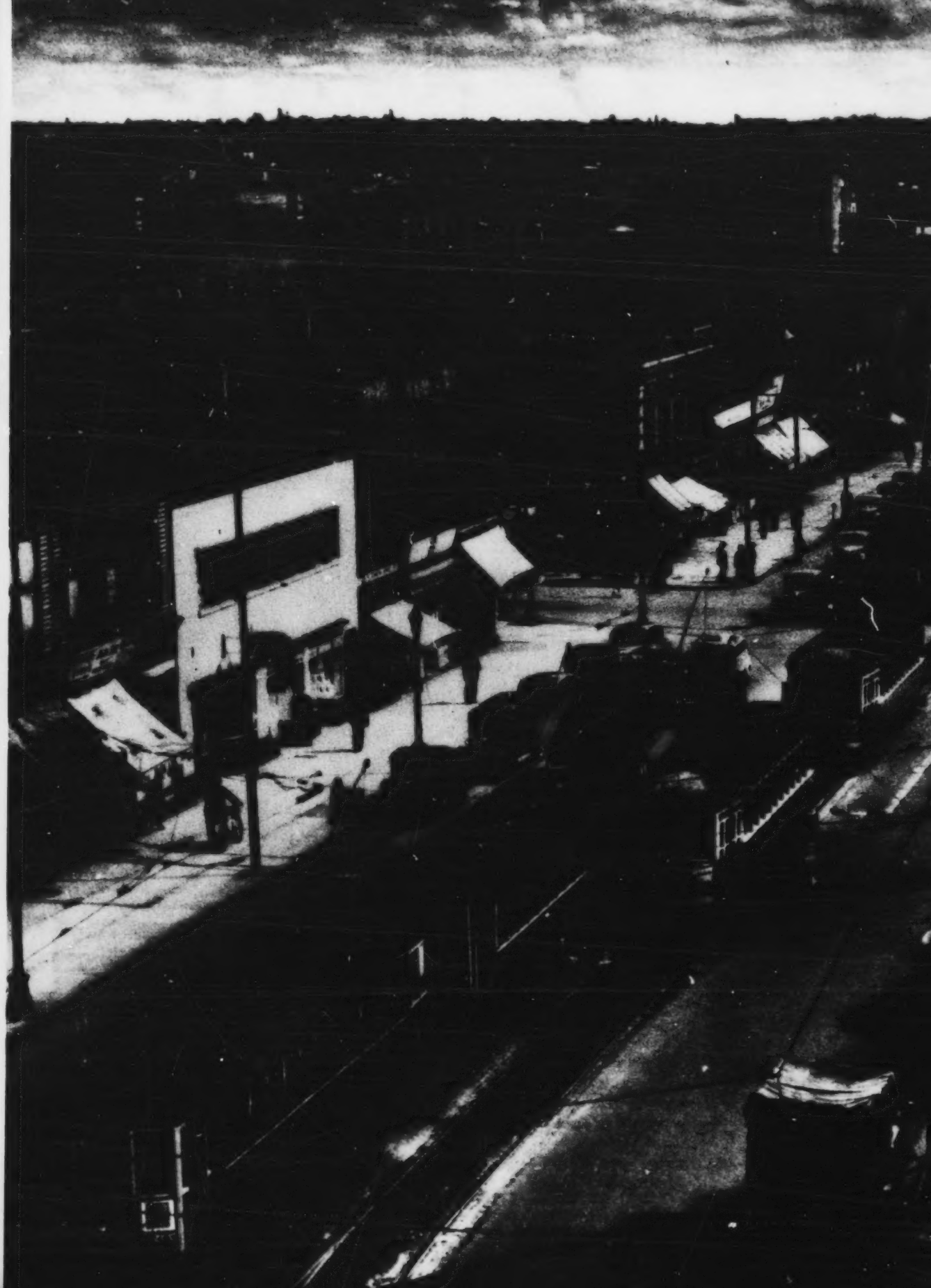
As we celebrate a century of achievement, we look ahead to the challenges of a future that will see new emphasis placed on public transit — the result both of rapid population growth and a new public emphasis on environmental protection.

Increased interest in the environment creates a corresponding growth in the demand for public transit, because transit can play a key role in pollution reduction. When people leave their cars at home, the result is reduced fossil fuel use and less air pollution. Within BC Transit, we have both the expertise and the commitment to maximize our people-moving potential. Our goal is to make public transit an increasingly attractive alternative to the private automobile.

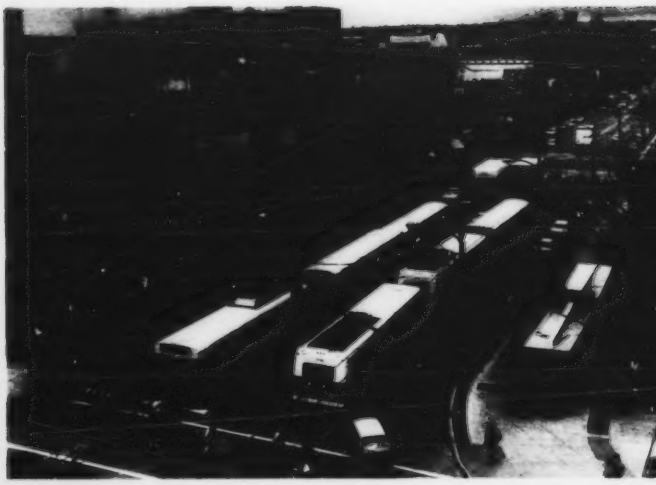
At the same time, we're working to ensure that our own operations are environmentally sensitive. To this end, each new transit service proposed will be subject to an environmental impact study. Further, we have initiated natural gas, rerefined oil, marketing and recycling programs to establish BC Transit as a leader in the movement to maintain a clean environment. Also, we are considering large Park & Ride lots to accompany new rapid transit services, and are continuing with planned SkyTrain extensions that exploit a system powered by electricity, not fossil fuels.

As we move into the second hundred years of public transit in B.C., we do so with the groundwork already laid for future expansion. I look forward to working with BC Transit staff and contractors to create a future in which BC Transit operations are recognized as exemplary in the North American transit industry — a promising future to complement our proud past.

Mike J. O'Connor,
President
and Chief Operating Officer

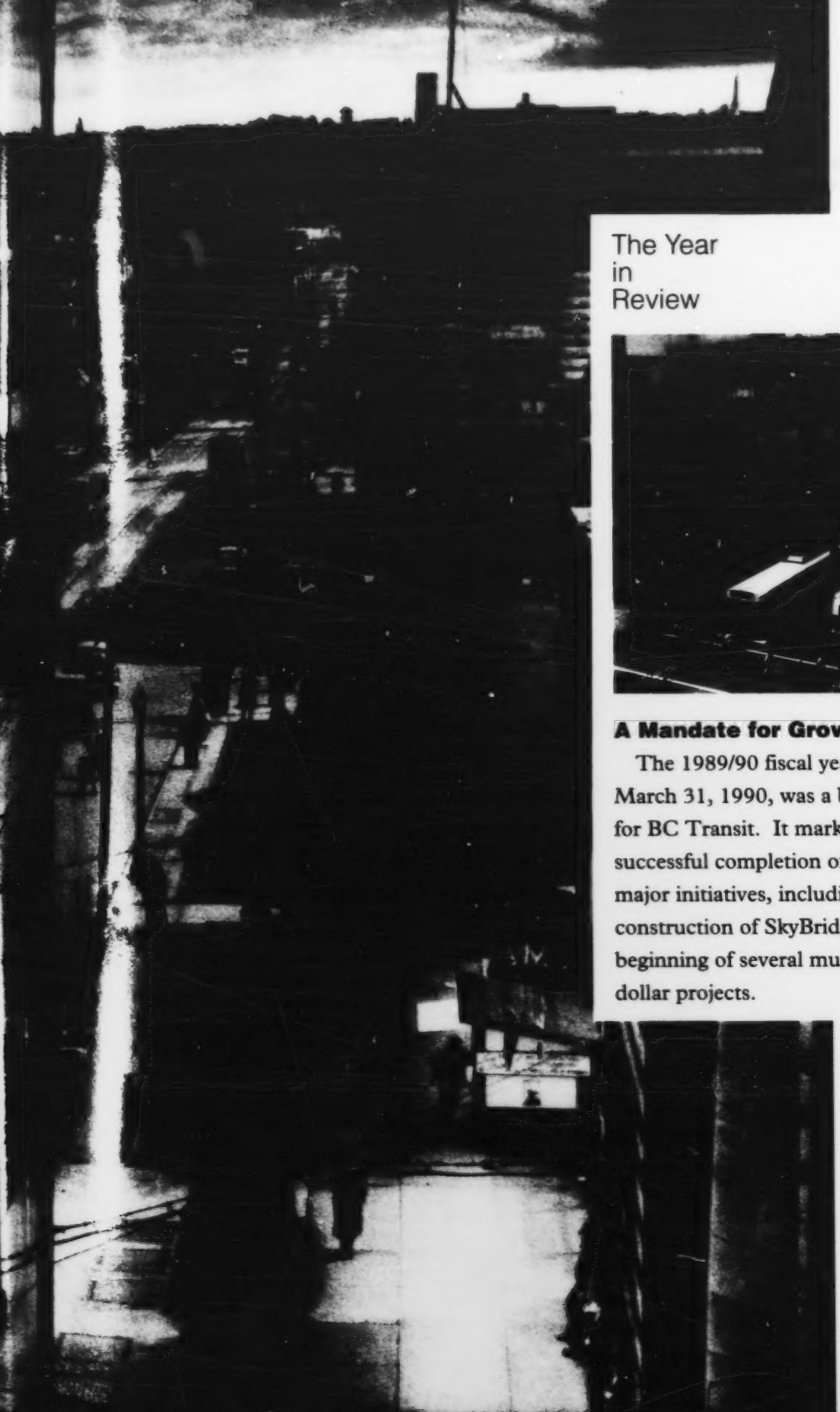


The Year in Review



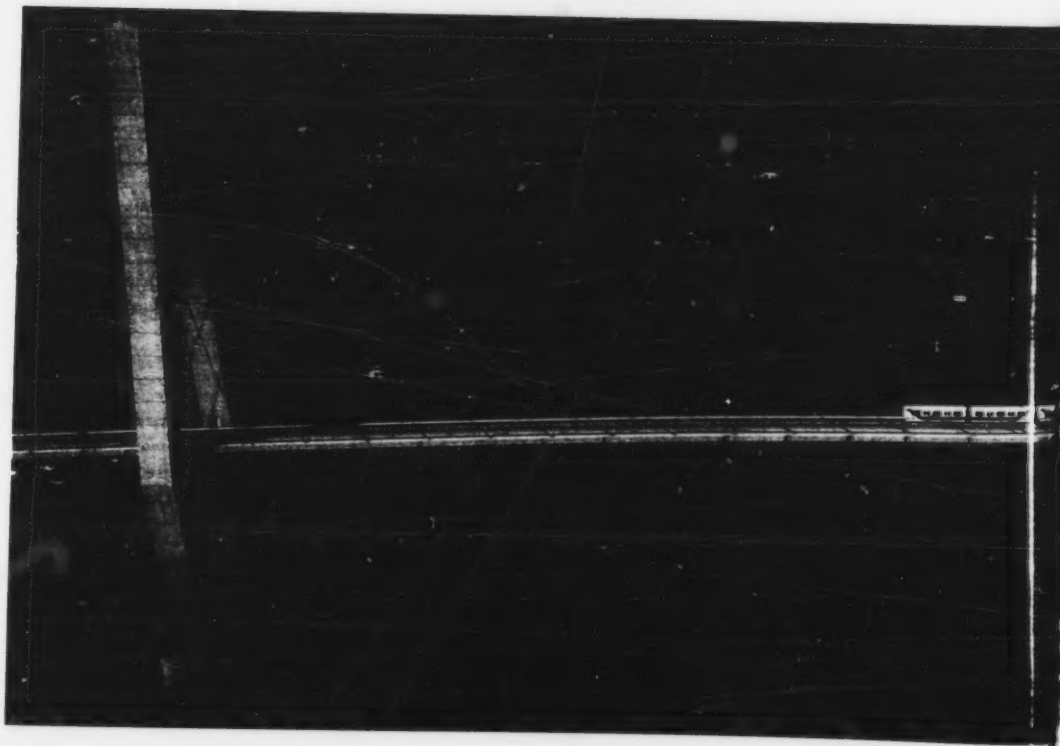
A Mandate for Growth

The 1989/90 fiscal year ended March 31, 1990, was a banner year for BC Transit. It marked the successful completion of many major initiatives, including the construction of SkyBridge, and the beginning of several multi-million dollar projects.



Looking south on Main Street from Hastings, in 1947 and 1990. Many buildings in the 1947 photo still stand today, most notably the Carnagie building at right.

The SkyTrain line follows much of the route the interurbans once travelled. At right, in a 1930s photo, tram 1402 on the Central Park line heads out of Carrall Street Station. Below, BC Transit's state-of-the-art SkyTrain rail service crosses SkyBridge to Surrey.



A Five-Year Plan

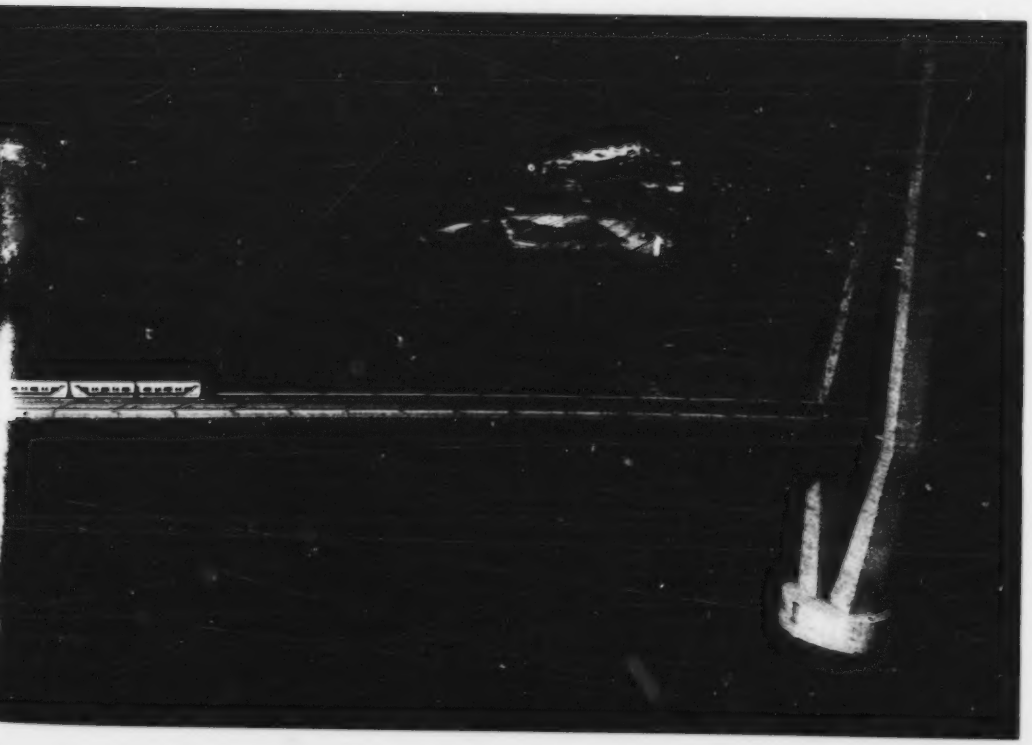
Over the past year, BC Transit has developed a five-year plan, for the period 1990 to 1995. The plan has two major purposes. First, it will guide the development of detailed plans and budgets during the next five years. Second, it will assist in determining priorities for regional and provincial transportation initiatives over the same period.

The next five years are expected to be a period of major growth for public transit in British Columbia. Increasing traffic congestion, coupled with a growing awareness of the environmental problems associated with the private automobile, has resulted in a renewed interest in transit. Over the next five years, transit will be called upon to increase the people moving capacity of the transportation system, to play a major role in improving the environment, to assist in economic development and to influence and shape urban growth. The provincial government is committed to providing the means to meet these challenges effectively.

In Greater Vancouver, the transit system will undergo a major expansion, as detailed in the Vancouver section of this report and as outlined in the provincial government's billion dollar rapid transit construction program. New rapid transit lines are proposed for Whalley, Richmond and Lougheed Mall. A third SeaBus is proposed and a high-speed ferry service from Port Moody is being considered. Bus services will be more frequent and up to 84 articulated buses will be acquired for use on heavily travelled routes. In accordance with the Vancouver Regional Transit Commission's policy, all new service will be wheelchair-lift equipped.

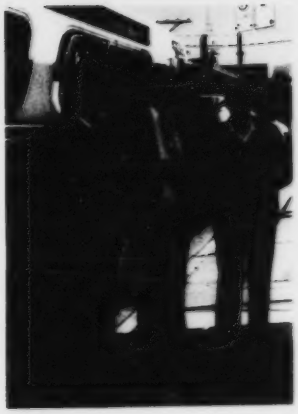
In Victoria, bus services will also require expansion with major increases proposed for the Western Communities and Saanich Peninsula.

In the Small Communities, expansion of existing conventional, paratransit and custom transit services will be necessary to meet demand.



Right: BC Transit special constables (now BC Transit Police), Gary Conrad (foreground) and Rob Gladwin, on the SkyTrain line.

Below: Safety has always been a public transit priority in B.C. Here, in 1953, members of B.C. Electric Company's safety and training staff pose with Safety Bus at Oakridge Transit Centre. The bus was used to promote safety techniques.



Left: The creators of the KJ Clip with the mounted KJ Clip prototypes presented by the Honorable Rita M. Johnston, minister responsible for transit. Left to right are: Tim Jones (B.C. Ambulance Service), Brian Kelly (manager, OTC), and Ralph Kenny (NVTC mechanic).

Safety Remains a Priority

It was a year of achievement throughout the corporation. BC Transit emphasizes the health and safety of employees in all endeavors. Accordingly, the corporation enjoys one of the best safety records of any North American transit company. Over the past decade, BC Transit employees have achieved substantial improvements in all aspects of safety. This performance has earned the corporation both national- and international recognition in the form of 16 major awards for traffic-, passenger- and employee safety.

In 1989, a total of 164 Lower Mainland employees achieved 10 or more years of safe work in maintenance, engineering and SeaBus operations (together accumulating a total of 2,301 years of safe work).

Oakridge Garage Group B, Port Coquitlam Garage, Surrey Garage and SeaBus Operations all reached plateaus in the Zero Injury Program.

Also in 1989, 1,507 Lower Mainland operators received safe driving awards (representing a total of 13,823 years of safe driving). Sixty-four of these operators have achieved 17 or more years of safe driving. BC Transit has only recorded safe-driving statistics for 17 years.

Since 1971, the year before the corporation started its Safe Driver Program, a 58 per cent reduction in the collision rate — from 109.1 to 45.8 collisions per million miles operated — has been achieved.

The corporation works consistently to improve safety conditions for all employees and the travelling public. During 1988/89, the Central Loss Prevention Committee was expanded to include vice-presidents, assistant general managers and security personnel from throughout the corporation, ensuring company-wide representation. To reflect this expansion, the Committee was renamed the Corporate Health and Safety Committee. The new Committee will improve inter-departmental access to corporate statistics, in order to determine future safety recommendations.

A device that has worldwide safety implications was created by two BC Transit employees and a member of the B.C. Ambulance Service. Dubbed the KJ Clip, the invention allows buses to function as giant ambulances that can transport stretchers. It was created by BC Transit manager, Brian Kelly, BC Transit mechanic, Ralph Kenny, and the B.C. Ambulance Service's Tim Jones.

In the event of a major disaster, KJ Clips can be clamped on bus seat tops, allowing stretchers to be fastened to the seats at ideal treatment height; intravenous bags can hang from overhead stanchions.

Since the creation of the Clip, transit companies and emergency response teams across North America have called BC Transit to express interest in the Clip.

A key program that affects the safety of operators and the public — the Bus Radio Program — received final approval for the Lower Mainland region during the year under review. On August 10, 1989, a $5.5 million contract was signed between BC Transit and Mobile Data International (MDI), paving the way for a sophisticated computer-based voice and data communications system to be installed on all buses in the Vancouver region within two years.

The system will include radios for operators on buses, and for supervisors, security, and maintenance personnel, allowing direct voice and data communications between employees on the road and Transit Control. Operators will be able to reach Transit Control in emergency situations and will be able to call with other timely information, such as traffic reports that could allow scheduling adjustments to be made promptly.

Another significant safety development saw BC Transit receive approval from the Ministry of Solicitor General to change the status of the security department at BC Transit. As of January 1, 1990, the BC Transit Security Department became the BC Transit Police Department. The goal in the status change was to raise the profile of security personnel on the transit system, thus creating a more secure atmosphere for BC Transit passengers and employees.

70 PAT BAY HWY

A Commitment to People

BC Transit recognizes that the success of the corporation is directly related to service of people — both BC Transit employees and the people those employees serve. In order to ensure efficient communication between the corporation and all those affected by its operations, communications are constantly reviewed and improved. During the year under review, a new employee information hotline was created, allowing access to BC Transit information from around the world on a toll-free line, management/union seminars were held, and several internal and external information publications were distributed.

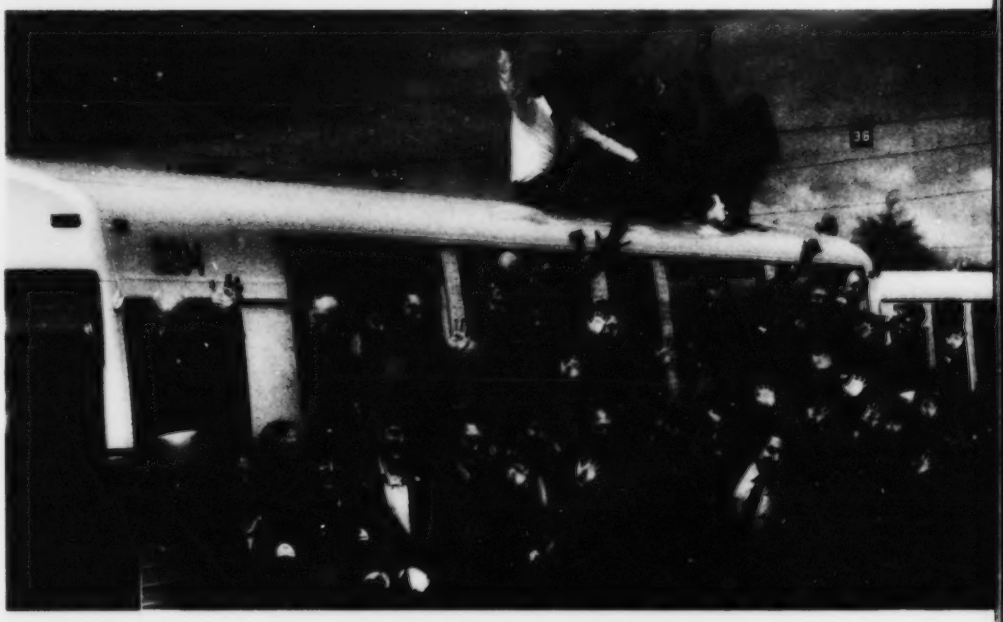
During the 1989/90 year, 1,100 of BC Transit's approximately 4,000 employees were given service recognition awards for terms totalling 15, 25 and 35 years, demonstrating a long-term commitment to public service.

Employees demonstrated their commitment to the public by enabling the corporation to show strong support to organizations such as the United Way, and by co-ordinating charity events such as the second annual Toys for Tots holiday season drive, in which a bus is filled with toys to be distributed by the Christmas Bureau, and the thirty-seventh annual Xmas Lights Tour, for which BC Transit operators volunteer their time to take 350 residents of Woodland's Hospital on a tour of Lower Mainland Christmas Lights.

To increase public access to a safe ride home, free New Year's Eve transit service was once again offered throughout B.C. in BC Transit service areas.

Opposite page, centre: At Victoria Transit Centre, (in front, l. to r.) Bob Baker, Jim Bridger, Ernie Norman, Ron Sweeney, Gentry Hudson, (in window) Jim Eng, (on top, l. to r.) Glen Eastwood, Charlie Vanderwilt, Mike Wedick, Reg Jury, Grant Florrison, and Stamos Rostas.

Opposite page, clockwise from top left: SkyTrain. September, 1914 — a streetcar in a Vancouver parade, aboard SeaBus. July, 1950 — operator Les Hockley and passengers in a PCC streetcar, Jenifer Bowes SeaBus. Connaught interurban and crew, STA, Colleen Milek, 1953 looking west on Alberni from Denman, VTC operator, Gentry Hudson, 1890s motormen and conductors, Metchosin, B.C., January, 1945 — BCER motormen Ed Battersby and Owen Morgan, aboard SkyTrain, conductor, Teddy Lyons.



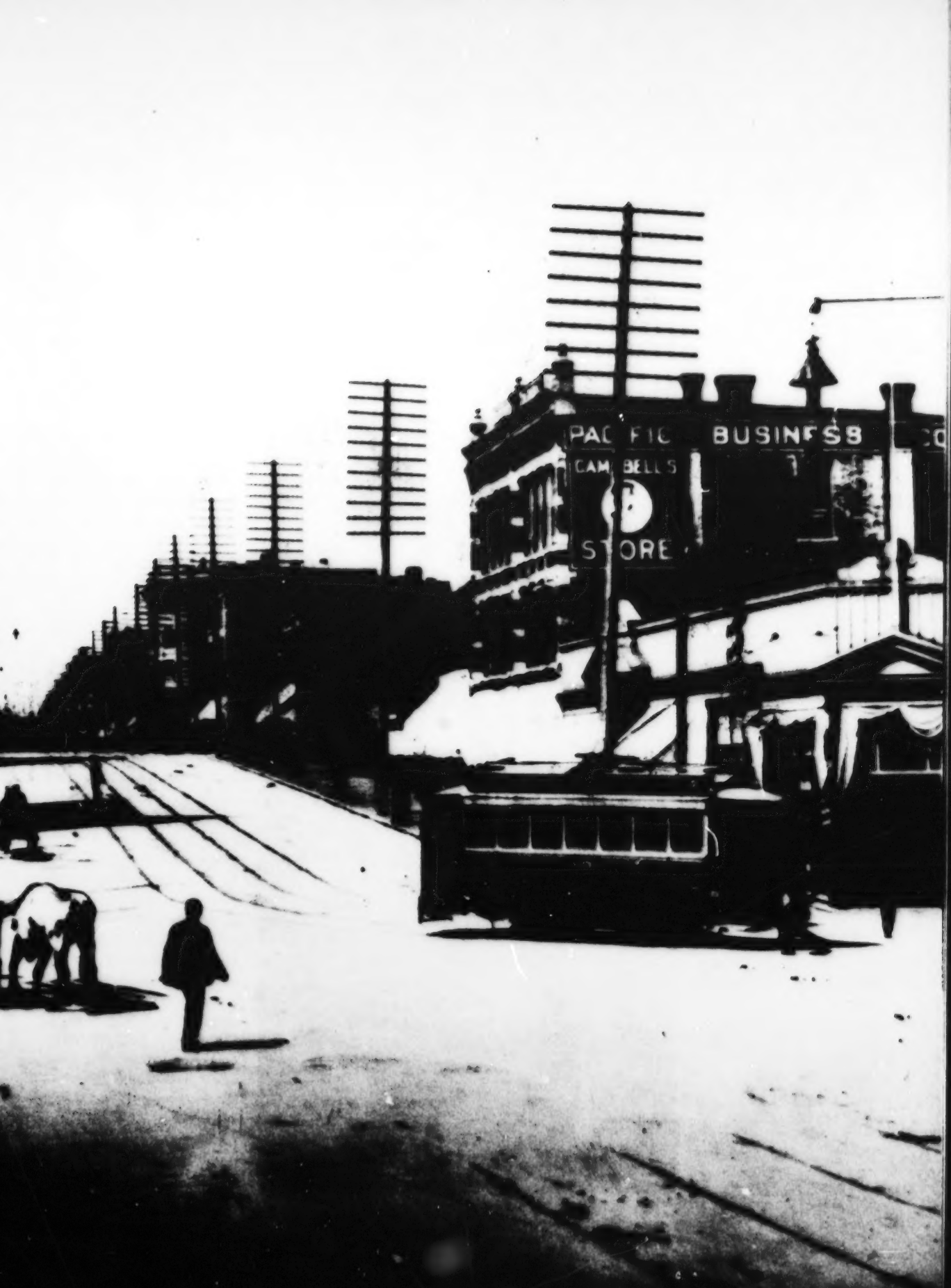
Above: At OTC, (roof, l. to r.) Jack Lovitt, Orlando Bartolemeu, Ewan Easton and Anna Dean; (inside, l. to r.) Charlie Petrie — OTC's longest serving operator, John O'Meara, Jan Renwick, John Mitchell (above), Gerry Knapp, Fred Parr-Pearson, Charlie Reith (above), Richard Drake (below), Harry Davis (above), Linda Wong, Jaswant Mehat, Dean Cloutier, Ernie Fedyk, David Kingston, Michael Scoular, Enayat Dharas, Doug Carroll, John Velnotte, Bill Koen, (standing, l. to r.) Frank MacAchor, Jim Oswald, Rosa Testani, Ralph Bursey, Shawn Overend, Randall Anatooskin, Ned Armour, Howard Burgess, Bob Gordon, Frank Lee, Launa McGowan, Paul Bains, Denis Fluet, Paul McDaniel, Beer Samujh and Seann Tanner.

Focus on the Environment

Transit for our Future

BC Transit recognizes the fragility of the environment and the value of the earth's natural resources. The corporation acknowledges — in both its mission statement and its day-to-

BC Transit operates North America's second-largest trolley-bus fleet. Only San Francisco's is larger. As were streetcars, trolley buses are powered by electricity, not fossil fuels. At right is number 13, at Hastings and Cambie, 1898.


BUSINESS
CAMPBELL'S
STORE

day activities — that it has the ability to help to protect the environment and preserve its resources.

BC Transit is committed to the expansion of transit services and to the provision of transit that presents commuters with an attractive and economical alternative to the automobile.

When people travel on public transit, they use less energy and cause less pollution than they would if they were to make the same trip by private automobile. According to the results of a 1985 Greater Vancouver Regional District Pollution Control Division inventory of air emissions by major source sector, motor vehicles are responsible for 75.9 per cent of all air pollution: 53.3 per cent of the hydrocarbons; 89.5 per cent of the carbon monoxide; 64.2 per cent of the nitrogen oxides; 17.0 per cent of the sulphur oxides and 14.8 per cent of the particulate matter.

On a passenger-kilometre basis, the conventional diesel bus is eight times more energy efficient than the automobile. The diesel bus produces one-quarter the amount of nitrogen oxides, one-twentieth the amount of carbon monoxide and one-fiftieth the amount of hydrocarbons that automobiles tend to produce.

BC Transit vehicles in Vancouver's Lower Mainland protect the environment more than those of most other transit systems. SkyTrain and the trolley buses are electrically powered. These vehicles don't pollute the air with exhaust and they don't use fossil fuels. Already, more than 40 per cent of the people who travel to downtown Vancouver during the morning rush hour do so on public transit. They do so using two per cent of the corporation's vehicles. Of all commuters to downtown Vancouver, 50 to 60 per cent travel aboard SkyTrain or trolley buses, powered by electricity.

When SkyTrain extensions reach farther into the suburbs and more diesel buses begin dropping off passengers at SkyTrain Stations rather than continuing trips into the city, this percentage will increase, meaning further reductions to fossil fuel consumption and a greener Greater Vancouver.

Currently, SkyTrain can serve as many commuters as could a 12-lane freeway. With more cars, it would be capable of moving as many people as could travel on a 24- or 30-lane freeway.

Current corporate commitments to the environment will see: 24 SuperTrolleys in service in the Lower Mainland by 1991; 16 new SkyTrain cars, to begin arriving in the spring of 1991; and studies on the creation of high-occupancy-vehicle (HOV) lanes that allow buses and other HOVs to bypass traffic congestion.

The new Scott Road Station has a 1,300-vehicle Park & Ride lot, the largest in the Lower Mainland. Its success has prompted studies on additional Park & Ride lots for upcoming rapid transit extensions.

The year saw several achievements and announcements that reflect BC Transit's corporate concern for the environment.

Early in February 1990, the federal government announced support in the amount of $400,000 for a natural gas bus demonstration project. The total cost of the project, which involves converting five buses from diesel to dual-fuel operation and the installation of a high-speed fuelling facility, is $1,000,000.

The project is being co-funded

At the February 'natural gas bus demonstration project' contract signing are (left to right) Jack Epp, minister of energy, mines and resources, Bob Kadlec of BC Gas, and Heinz Schweinbenz, BC Transit senior vice-president and general manager, operations and maintenance.

by BC Transit, BC Gas, IMW Industries and Energy, Mines and Resources.

Natural gas is clean-burning and is also less expensive than diesel fuel. If successful, this pilot project could lead to the conversion of more BC Transit buses, meaning further operating cost reductions and environmental benefits.

BC Transit is also helping to develop a proposal to install a B.C.-developed fuel cell in a bus with an electric motor. This fuel cell reforms hydrogen and oxygen to produce electricity for propulsion. The only exhaust by-product in this system is water.

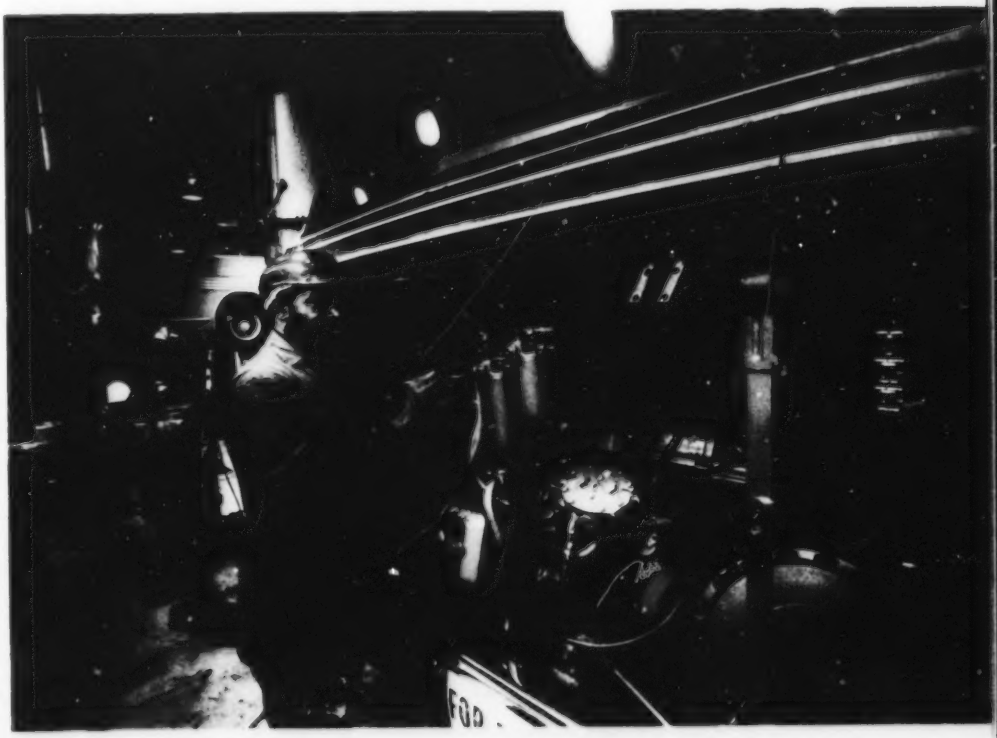
Between June and August, 50 new MCI Classic buses designed with high-tech electronic exhaust emission controls began operation in Vancouver. These buses set the highest standards for emission control in the North American transit industry. Another 85 of these buses will arrive in 1990.

The remainder of the diesel bus fleet now runs on number 1 fuel, year-round. Previously, BC Transit used number 1 and number 2 diesel fuels, depending upon the season and availability. The number 2 fuel is heavier and produces more horsepower, but has a lower freezing point and creates more visible smoke. This fuel is typically used by the trucking industry in the summer months. BC Transit now specifies the lighter and cleaner burning number 1 diesel fuel for its buses year-round.

An oil rerefining program drew kudos from many areas: Since 1984, BC Transit has been using rerefined oil to power its diesel buses. Not only is the fuel cheaper than newly refined oil, but it prevents depletion of an important natural resource.

During the year under review, BC Transit also: reduced the use of pesticides by hand-weeding on various transit properties; converted rectifiers at trolley power stations from mercury to solid state operation; initiated a corporate recycling program and used recycled paper for correspondence and publications as supplies became available; continued its program to remove all asbestos from buses; and continued its frame rebuild program which extends the life of buses by five- to seven years using internal expertise.

BC Transit maintains a commitment to environmental conservation and will continue to look for new ways to fulfil this commitment. As technology increases transit's ability to protect the environment, BC Transit will take advantage of new technological opportunities.



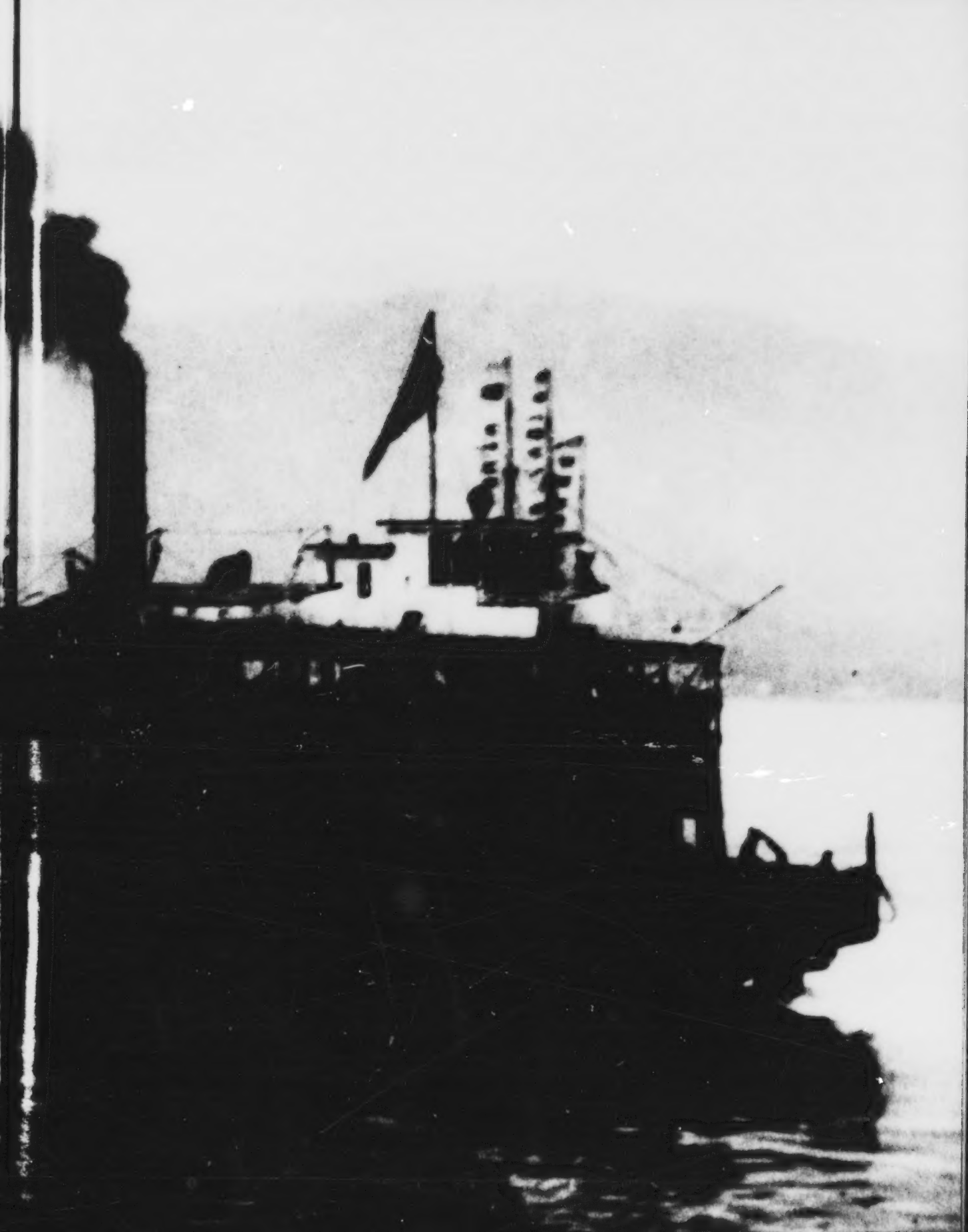
Mechanic Winston Rose, at work on a diesel bus engine at Burnaby Overhaul. On a passenger-kilometre basis, the conventional diesel bus is eight times more energy efficient than the automobile. All new BC Transit diesel buses are equipped with high-tech electronic exhaust emission controls.

A Century of Service

100 Years of Excellence

One hundred years ago, on February 22, 1890, electric street railway service began in Victoria. Four months later, on June 26, Vancouver's first streetcar rumbled down Main Street. The first streetcars shared the road with horse-

Ferries served North Vancouver during the early 1900s, until 1958. In 1977, SeaBus began service on Burrard Inlet, carrying passengers over almost the same route as the St. George, pictured at right.



20 Granville

drawn carriages, and with pedestrians in awe of the wondrous new vehicles that could whisk them along the streets at the staggering speed of five miles per hour.

Since its humble beginnings, transit has evolved to meet the needs of commuters, always taking advantage of new technologies, and always depending upon the skills of transit employees to ensure people reached their destinations quickly and safely.

After 60 years of service, streetcars gave way to rubber-tired buses. In 1977, SeaBus sailed into service. Our state-of-the-art SkyTrain began carrying passengers in 1986 — above the same route the interurbans followed between 1891 and 1958.

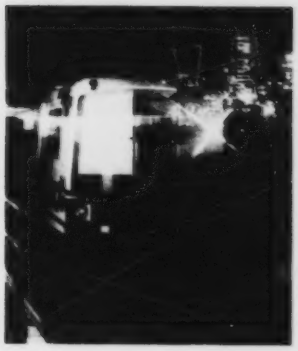
The year under review included many centennial celebrations, to honor the history of transit in B.C. and the people who made it happen. As we moved into the second century of transit in B.C., we celebrated the first and the contribution all transit employees have made to this century of service.

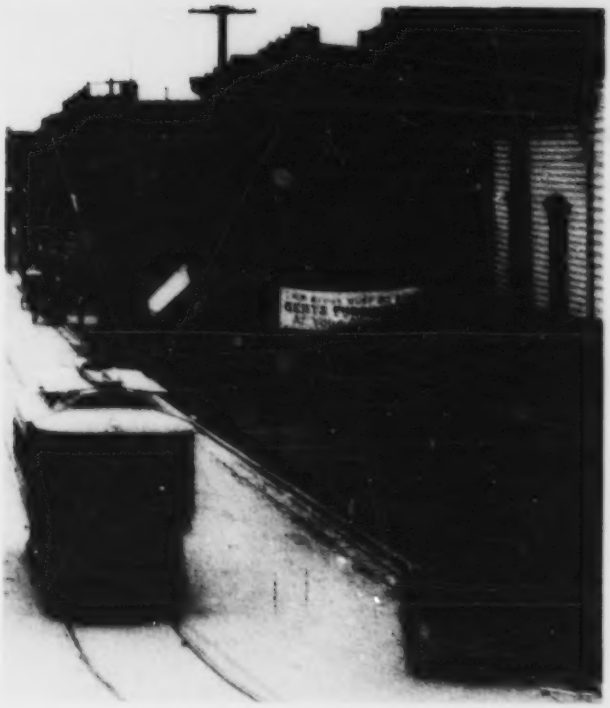
In Victoria on February 22, 1990, transit fares were reduced to five cents (the cost to ride streetcars in 1890); a convoy of historic vehicles, led by a 1947 Fageol and a 1937 Hayes teardrop, paraded to the legislature, and dozens of colorful centennial events marked the historic day.

In the Lower Mainland, flag raising ceremonies welcomed the centennial year. Centennial calendars, pins and crests were distributed to all employees, a volunteer speakers' bureau took the centennial message to many organizations, a 1957 GM bus that was restored to its original B.C. Electric colors, outfitted with a centennial display and manned by BC Transit volunteers, visited shopping centres, municipal halls and recreation centres, a centennial centre featuring a 100-year array of transit memorabilia, opened at Stadium Station, and a coffee-table book commemorating 100 years of transit in B.C. was produced. Dozens of other celebrations took place during the fiscal year, all leading up to the official June 26 100th birthday party in Vancouver.

Transit's second century in B.C. promises to see transit acting as a catalyst for even more economic and social development than it did in the first. Technology allows us to move more quickly and efficiently than ever before. Throughout the province, people continue to demand more from public transit and BC Transit continues to meet these demands.

Together, the corporation's Five-Year plan for the province, coupled with the provincial government's billion dollar plan for the Vancouver region and its commitment to service expansion throughout the province, ensure that BC Transit will be ready for the challenges of the future.





From horse-drawn carriages to high-tech transit, public transit in B.C. has evolved to meet the needs of commuters. Opposite page: diesel bus on Vancouver's Granville Street. This page (top) SkyTrain approaches Main Street Station; (bottom) Looking east on Cordova Street from Cambie in 1896, just six years after the first streetcars began service in B.C.

013

Vancouver
Regional
Transit System

Canada's Largest Transit Service Area

The Vancouver Regional Transit System covers about 1,500 square kilometres. As such, it is the largest transit service area in Canada. The area extends from Lions Bay in the northwest to Langley in the southeast, White Rock and the United States in the south, and Port Coquitlam in the northeast.

At left, SkyTrain crosses SkyBridge to Surrey, which was served by rail from Vancouver in earlier years as well. Above, a tram pulls into Surrey's Sullivan Station, 1923.

The area's population is in excess of 1.4 million.

The transit fleet is multi-modal, consisting of: 613 diesel buses; 244 electric trolley buses; 114 SkyTrain rapid transit cars, two SeaBus catamaran passenger ferries, and 138 handyDART vans, which provide transportation for the disabled.

The transit system recorded 187,500,000 boardings during the 1989/90 fiscal year. Compared to other North American cities of similar size, this is extremely high, and says much for the Vancouver Regional Transit System and its staff of more than 3,300, about half of whom work directly with the public as bus operators, SkyTrain attendants or SeaBus marine attendants.

During that same period, the system carried more than 113 million revenue passengers, up from 105 million carried in the previous year.

A Billion Dollar Future

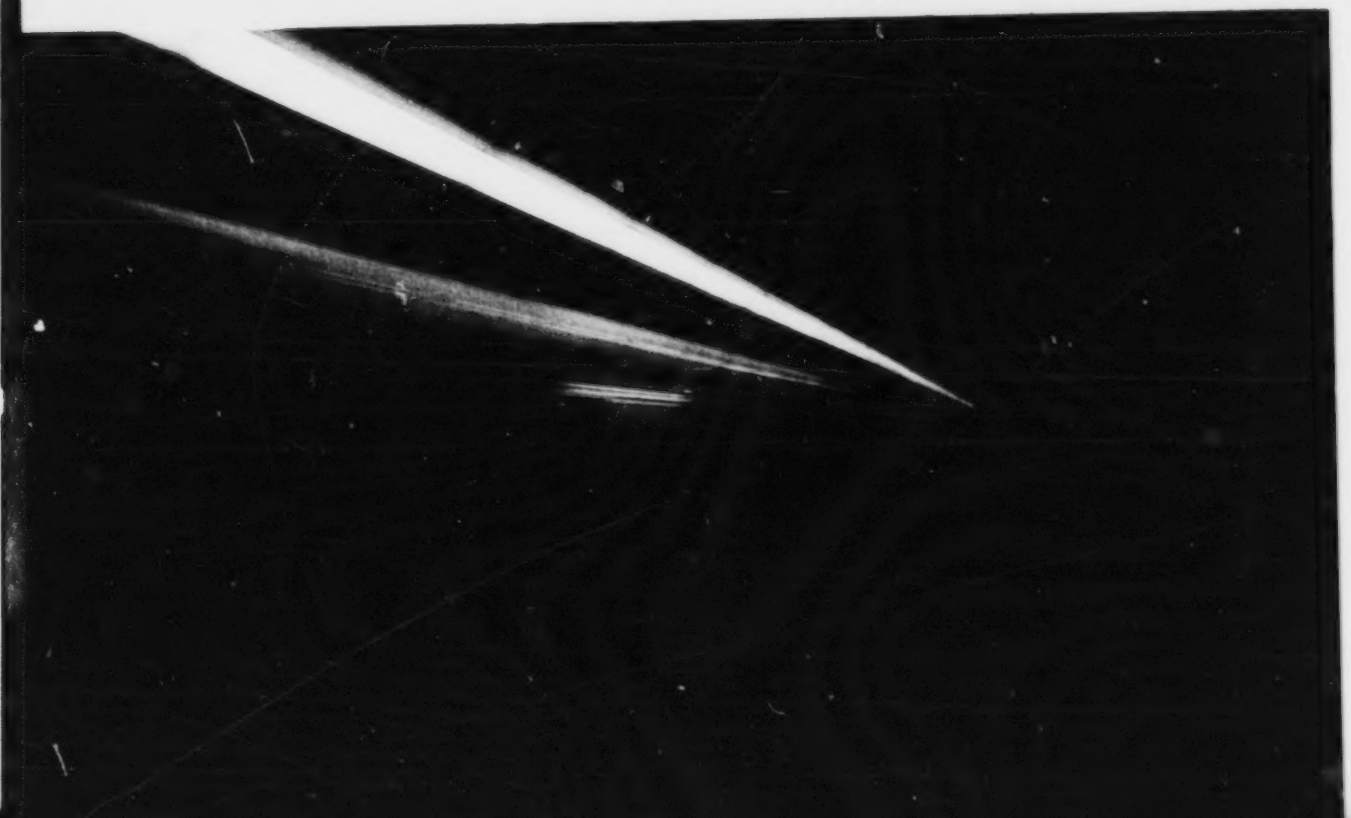
As BC Transit celebrates its first 100 years of transit, the corporation looks ahead to a billion dollar future. On July 31, 1989, the British Columbia government announced a $1 billion rapid transit construction program, demonstrating the provincial government's commitment to rapid transit as the most efficient and environmentally sensitive way to move people in the Greater Vancouver of the 1990s and beyond.

The program will deliver rapid transit to downtown Richmond by 1995 and SkyTrain to Whalley Town Centre by mid-1993 and Coquitlam by 1995.

The provincial government has demonstrated its belief in rapid transit lines as the preferred arterial connectors of the future by announcing that it will pay 100 per cent of the capital cost of future SkyTrain guideways and rapid transit rights-of-way, previously shared with the Vancouver Regional Transit Commission. Until now, only highways were fully funded by the province. The major elements of the new program are:

For Whalley

• extension of SkyTrain to Whalley Town Centre by mid-1993 at a cost of $127 million. Construction began late in 1989. Travel time from Whalley Town Centre to downtown Vancouver will be 38 minutes.



SkyTrain will be extended to Whalley Town Centre by mid-1993, at a cost of $127 million. By 1995, the system will also be extended to Lougheed Mall.

For Vancouver and Richmond

• a $550-$750 million rapid transit system with a possible spur to Vancouver International Airport. Construction to begin in mid-1991 for service by 1995. Immediately after the announcement, BC Transit, in conjunction with the City of Vancouver and the City of Richmond, began studies to identify the best route, and the most suitable technology, based on a comprehensive analysis of community and environmental impacts and passenger needs. An extensive public participation program will help to determine both route and mode. The time it will take to make the trip from Vancouver to Richmond via transit will be significantly less than it would be to make the same trip by car.

For Burnaby and Coquitlam

• extension of SkyTrain to Lougheed Mall by 1995. Detailed studies during 1990, by BC Transit, will determine both route and environmental impacts. Travel time from Lougheed Mall to downtown Vancouver, given the route options initially identified, would be 26 minutes.

For North Vancouver

• a third SeaBus to be built by 1994, at a cost of $8 million.

For Port Moody, Coquitlam and Port Coquitlam

• a feasibility study into introduction of marine rapid transit between Port Moody and the downtown Vancouver SeaBus terminal, with implementation planned for later this year. The study, now under way, is considering the use of high-speed vessels that can carry up to 300 people at 30 to 40 knots, making possible a 30-minute trip from Port Moody to downtown Vancouver.

New SuperBus Service

• the purchase of articulated diesel and trolley buses at an estimated cost of $33 million, to serve growing ridership on major transit corridors. These include routes to Richmond (until rapid transit is completed) and White Rock, and along Broadway to UBC. The SuperBuses are to be in service by 1991-92.

Approaching SeaBus's north terminal. A third SeaBus catamaran ferry is scheduled to be built by 1994, at a cost of $8 million.

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Fleet Expansion and Innovations

In addition to the plans announced by the premier, many other plans were revealed and fleet and service improvements made during the year under review.

The Bus Fleet

The bus fleet saw many significant improvements, both to service levels and to the vehicles themselves.

The first of 85 new buses promised in the $35 million enhancement program announced in January 1989, were delivered to the Lower Mainland during the '89/'90 fiscal year. The remainder of the buses are scheduled to be delivered by July 1990.

On June 1, 1989, it was announced that all new buses would come equipped with wheelchair lifts. This was a decision made by the BC Transit Board of Directors in response to a recommendation from the Vancouver Regional Transit Commission and a Custom Transit task force.

In March of 1990, the Corporation took delivery of the first of these wheelchair-lift-equipped buses. When they begin service in September of 1990, they will become the first wheelchair-lift-equipped buses to be used on regular urban bus routes in Canada. By 1995, half the diesel bus fleet will be lift-equipped. By 2006, the Vancouver Regional Transit System fleet in its entirety will be wheelchair-accessible.

The corporation maintains a concern for the comfort and safety of its operators. On August 10, 1989, a $5.5 million contract was signed between BC Transit and Mobile Data International (MDI), paving the way for a sophisticated computer-based voice and data communications system to be installed on all buses in the Vancouver region within two years.

The comfort of operators was behind the March 6, 1990, announcement of a fleet retrofit to update the driver's compartment on Lower Mainland diesel buses. The decision to make the changes was inspired by a similar program already under way in Victoria. The program will see diesel buses installed with: Recaro operator seats, which are much more comfortable than the existing seats and offer many new adjustment possibilities; tilt, telescopic, and power- or air-assist steering; electric cooling fans on the Triesel buses; and coffee cup holders. Also, adjustments are being made within the driver's compartment to make the ergonomics as efficient as possible. These modifications are based on a two-year ergonomics study out of Montreal and the further recommendations of BC Transit safety committee members.

Initially, the program calls for the refit of four trolley-diesel conversion buses — Triesels — per month. Concurrent with these refits, similar modifications and improvements are being made to buses that are in the Burnaby Overhaul shop for frame repairs. In total, about 10 vehicles a month are scheduled to be updated.

handyDART

Ridership on the regional handyDART custom transit system was up from 491,500 during the 1988/89 fiscal year, to 576,500 during the year under review, and 27 new vans were added to the existing fleet of 111. It's expected that the advent of lift-equipped buses will ease the rate of increase in demand on the handyDART system, and will allow disabled people to make trips more spontaneously than presently possible.

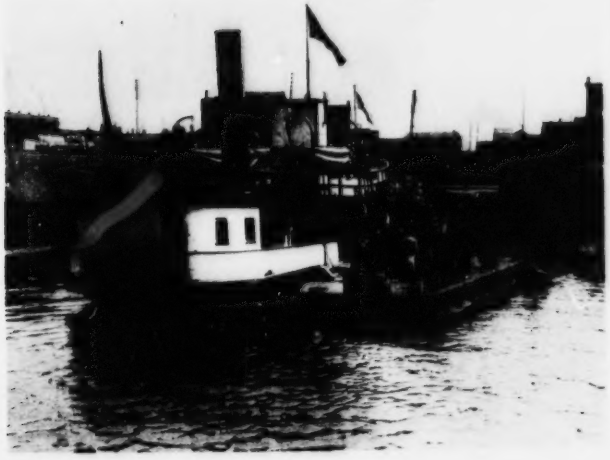
The transit system recorded 187,500,000 boardings during the 1989/90 fiscal year.
Opposite page: Boarding one of the 244 electric trolley buses that serve downtown Vancouver.
Left: Ridership on the regional handyDART custom transit system was up from 491,500 during the 1988/89 fiscal year to 576,500 during the year under review.

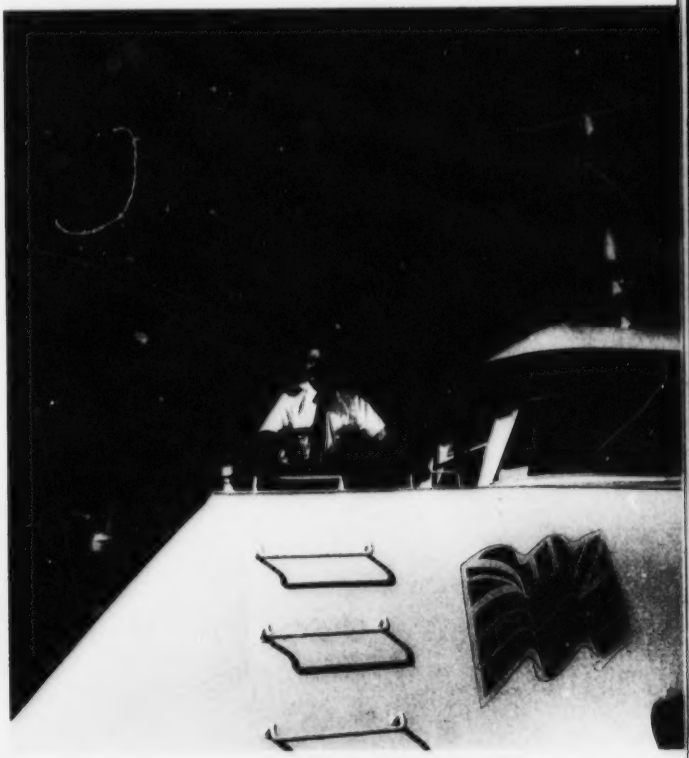
SeaBus

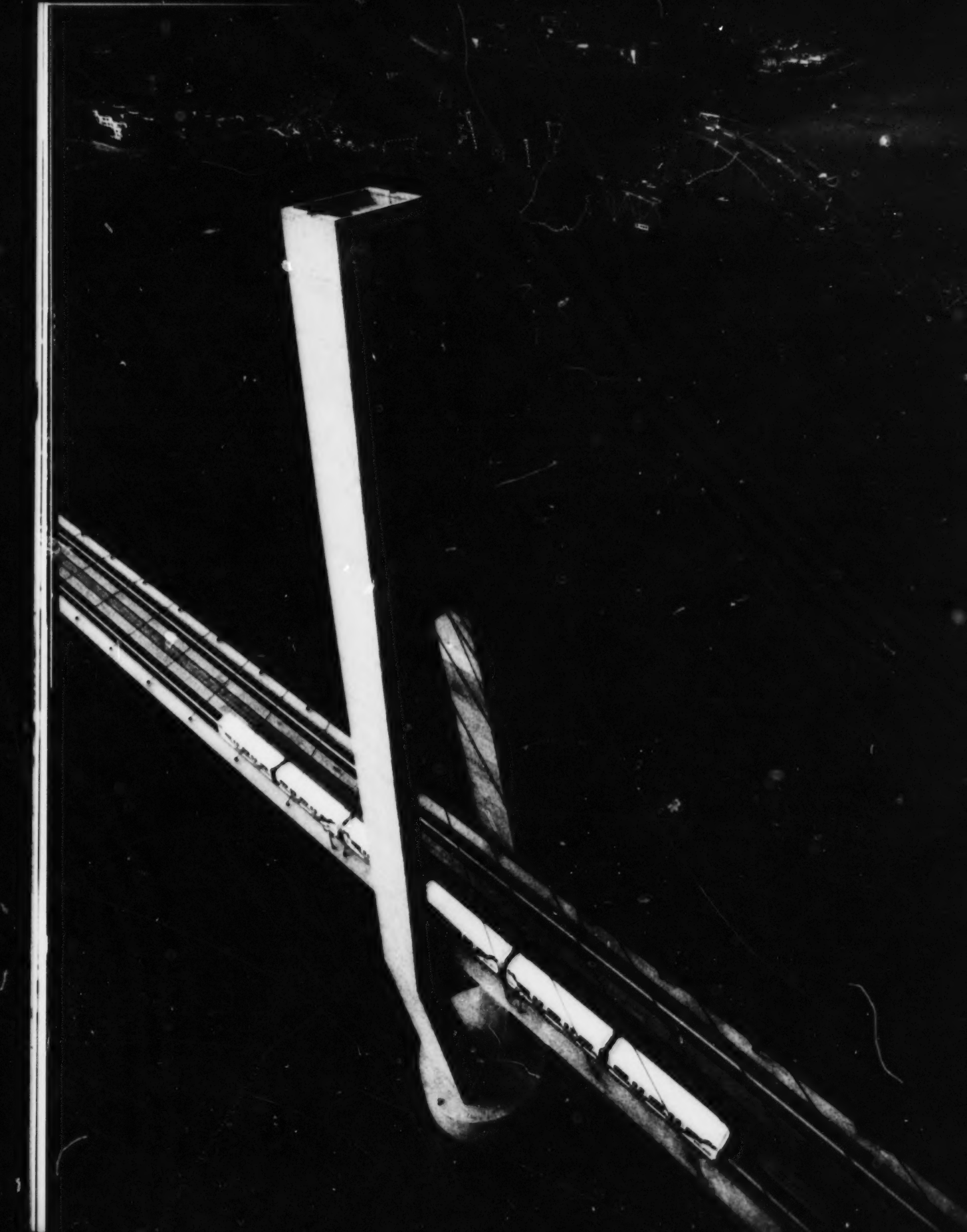
SeaBus is a unique, B.C.-designed and built, double-ended catamaran people-only ferry. Two ships, the Burrard Beaver and the Burrard Otter, carry passengers between North Vancouver and downtown Vancouver. Each ship has a capacity of 400, providing a two-way capacity between SeaBus docks in North Vancouver and downtown Vancouver of 3,200 passengers an hour.

SeaBus recorded yet another year of 100 per cent service, with no unscheduled down time. Ridership was up by 263,805 during the fiscal year ended March 31, 1990, rising from 3,829,989 in 1988/89 to 4,093,794 in 1989/90. Ridership increased in each month of the year under review, with an average monthly increase of 21,984 passengers.

SeaBus ridership increased each month of the year under review. Opposite page: SeaBus approaches the north terminal. This page, clockwise from near right: Bill Rae at the wheel of a North Vancouver ferry. SeaBus captain, Fernie Beck, aboard SeaBus; one of SeaBus's predecessors, the ferry "North Vancouver", loads passengers in North Vancouver.







SkyTrain

SkyTrain is North America's longest, completely automated rapid transit system. It forms the backbone of Vancouver's integrated transit system.

The year under review saw completion of the Phase 2, 3.1-kilometre system extension, which extended the SkyTrain alignment across the Fraser River into Surrey from New Westminster. The $195-million extension (costs of $149,824,000 and capitalized interest of $45,275,000) provided a third station in New Westminster and a station at Scott Road in Surrey. Crossing the Fraser River involved building a 616-metre-long cable-stayed bridge, the only one in the world designed to carry public transit only.

Already the bridge has won two design awards — an Award of Excellence in the annual competition jointly sponsored by Canadian Consulting Engineer Magazine and the Association of Consulting Engineers of Canada, and an award in the 1989 PCI (Precast/Prestressed Concrete Institute) Design Awards Program.

Since the system began service, it has acted as a catalyst for billions of dollars in development. Downtown Vancouver, particularly around Waterfront, has witnessed a positive shift as a business centre. North Vancouver, with the SkyTrain-SeaBus connection, has recorded considerable development around Lonsdale Quay. Metrotown, in Burnaby, currently witnessing a half-billion dollar development, is shaping up to be one of the largest shopping centres in western Canada. In July of 1989, Metrotown's Eaton's Centre Complex opened, along with a direct above-grade connection to the Metrotown SkyTrain Station. This station has become one of the busiest on the system, with relatively heavy passenger traffic seven days a week.

Construction on a large scale residential development adjacent to Edmonds Station in South Burnaby also began during the 1989/90 year, and is expected to continue for five- to 10 years. Current construction in this area includes a number of low-rise apartment buildings and a multi-storey high rise. Major commercial developments are also planned for this area, which will bring a total of four- to five thousand jobs to the vicinity of the Edmonds Station. New Westminster has been rejuvenated with new shops, restaurants, and a massive development at Westminster Quay with townhomes, condominiums, a large public market and hotels. A 1989 survey showed current and planned developments along the Vancouver-Burnaby-New Westminster-Surrey corridor to total about $7 billion in direct spending, $21 billion in spinoffs.

The growth continues near all SkyTrain stations, but all eyes are currently on proposed developments for Whalley Town Centre. The provincial government's July 31, 1989, announcement that SkyTrain would be extended to Whalley by mid-1993, triggered a boom for area development proposals.

On March 29, the locations of three SkyTrain stations for Whalley were announced by the Honorable Rita M. Johnston, minister responsible for transit.

One station will be located at 108th Avenue and 134th Street and will be part of the large urban development project planned by Intrawest Development Corporation.

A second station, at the southern terminal of the SkyTrain line, will span the King George Highway near the Fraser Highway and 100th Avenue intersections. It will serve developments on both sides of the highway, but principally the project planned by the King George Development Corporation to the east and Surrey Place Mall to the west.

The third station will serve and be part of the new Town Square, recently announced by the Surrey municipality as part of the new Whalley Town Centre.

Located on 135th Street near 102nd Avenue, the station will flank the existing Whalley Transit Exchange and the Whalley Recreation Centre. It will provide access to Surrey Place Mall plus existing and proposed developments in the area.

Ridership on SkyTrain increased during each month of the year under review, and the system continues to attract passengers at unprecedented levels. A sharp increase coincided with the March 16, 1990, Scott Road Station opening, with ridership up by a system average seven per cent to 85,000 riders per day. Within six months, ridership is expected to increase even more, to a 50 per cent increase in public transit ridership across the Fraser River in the Pattullo Bridge/SkyBridge/Alex Fraser Bridge corridor. Since it opened, the newly constructed 1,300-space Park & Ride lot at Scott Road has been filled to capacity on weekdays.

Total annual ridership rose by 14 per cent over the previous year to a record 26,656,000. The system has carried in excess of 100 million passengers in regular revenue service since it opened in January of 1986. The 100 millionth passenger was carried in February 1990.

Despite the increase in demand on the system, on-time performance was maintained at 98 per cent, the same as the previous year. A high degree of customer satisfaction with the SkyTrain service was also maintained throughout the year. An ongoing customer satisfaction survey indicated that, on average, 85 per cent of the respondents who used the system rated the overall quality of the service as "good" or "very good".

A considerable margin of SkyTrain's success stems from its role in the Lower Mainland's totally integrated transit system. More than 100 bus routes feed into and out of SkyTrain stations, and SeaBus, with a ridership that increased 25 per cent since the advent of SkyTrain, connects with SkyTrain at Waterfront Station. In fact, every rapid transit station has at least one bus connection.

Opposite page: A six-car train crosses SkyBridge. In the background are the Pattullo Bridge and the City of New Westminster.

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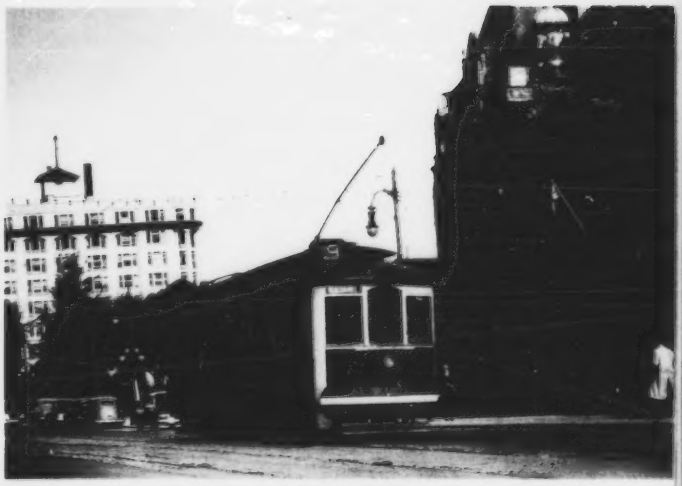
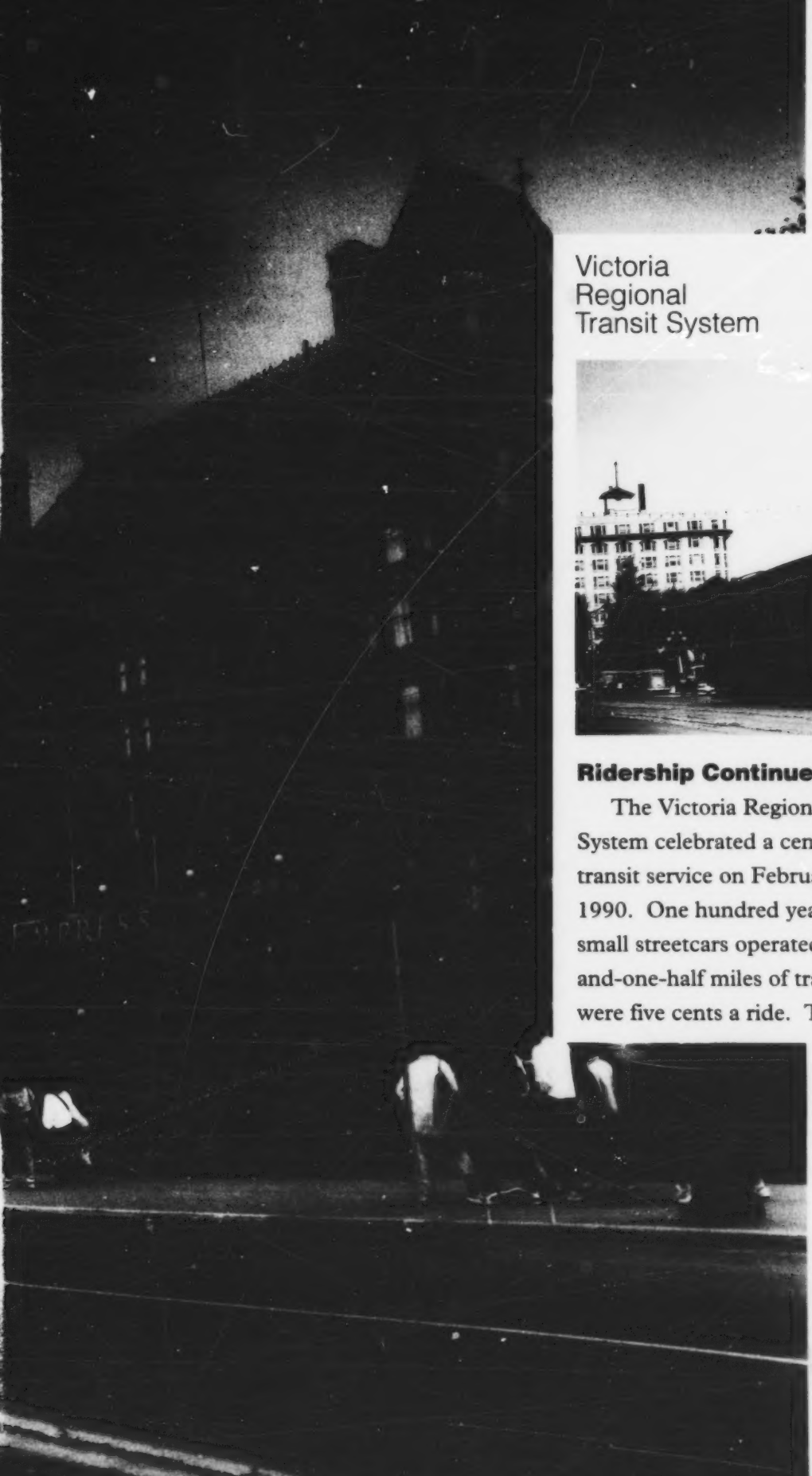
Victoria Regional Transit System



Ridership Continues to Grow

The Victoria Regional Transit System celebrated a century of transit service on February 22, 1990. One hundred years ago, four small streetcars operated on five-and-one-half miles of track and fares were five cents a ride. The service



From rails to rubber. Car 189 was a familiar sight in front of the Empress Hotel in 1946. By 1948, all the streetcars were gone, replaced by diesel buses. At left, a new MCI Classic diesel bus follows the same route as old 189.

Below: A post-war shipment of buses on Government Street, in front of the Empress Hotel, circa 1945. Bottom: Vintage public transit vehicles parade in front of the Empress, for Victoria Transit's centennial celebrations, February 22, 1990.

was a bold new innovation for the 16,000 residents of Victoria. As the streetcar system grew, it led to the development of outlying areas such as Oak Bay and Esquimalt. Streetcars thrived until the 1940s, but by the late 1940s buses had become the dominant form of public transit. On July 5, 1948, senior operator Walter Peddle took car #383 out on the last run of Victoria's last streetcar.

The centennial was celebrated in a number of ways. The Transit Commission reduced the price of the February bus pass to just $18.90, and more than 13,300 customers took advantage of the low fare. On February 22, a parade of antique vehicles travelled to the provincial legislature where a ceremony marked the centennial. Fares that day were reduced to the five-cent price of the 1890s. Retirees were honored at a luncheon on February 21.

The centennial promotions and activities were well received in a region that is very conscious of its past.

For the year under review, the Victoria region's 113-bus transit system boasts an all-time record ridership of 14.5-million passengers. Service was increased by 3.5 per cent to 369,300 hours, and all measures indicate that a very effective service is being provided. More than 39 rides were carried per revenue hour of service. This record level of ridership was achieved with fewer buses and service hours than in 1981, the former record year. The transit system serves more than 260,000 residents throughout the Capital Region. It operated in 1989/90 at a cost of $21.8 million with revenues covering 45.4 per cent of total costs. Fares were increased in July 1989 for the first time in four years.

The Victoria Regional Transit System's number one priority is to provide high quality service that is safe and effectively operated, with a clean fleet and a constant focus on courtesy and service to passengers. The involvement of employees in a number of areas, including the development of new bus specifications with major operator compartment improvements, the production of new information pamphlets for customers and operators, the invention of new diagnostic tools for maintenance on the new buses as well as the refinement and

streamlining of procedures to keep all areas of the transit service running smoothly and efficiently, has contributed to the maintenance of quality service.

Computers have revolutionized the transit industry and have had a major impact in all areas of administration, planning, marketing, and maintenance. Most recently, they have allowed us to utilize digitized voice technology in the transit information area. The first phase of a two-year research and development project called BUSLINE, designed to improve telephone information for bus riders, has been completed.

The Victoria region is once again growing quickly, and the rapid pace of new development and increasing congestion on the main roads is placing new demands on the transit system. The year under review was a very successful year for the system, with an increase over the last fiscal year of almost three-quarters of a million rides and increases in the system performance rate.

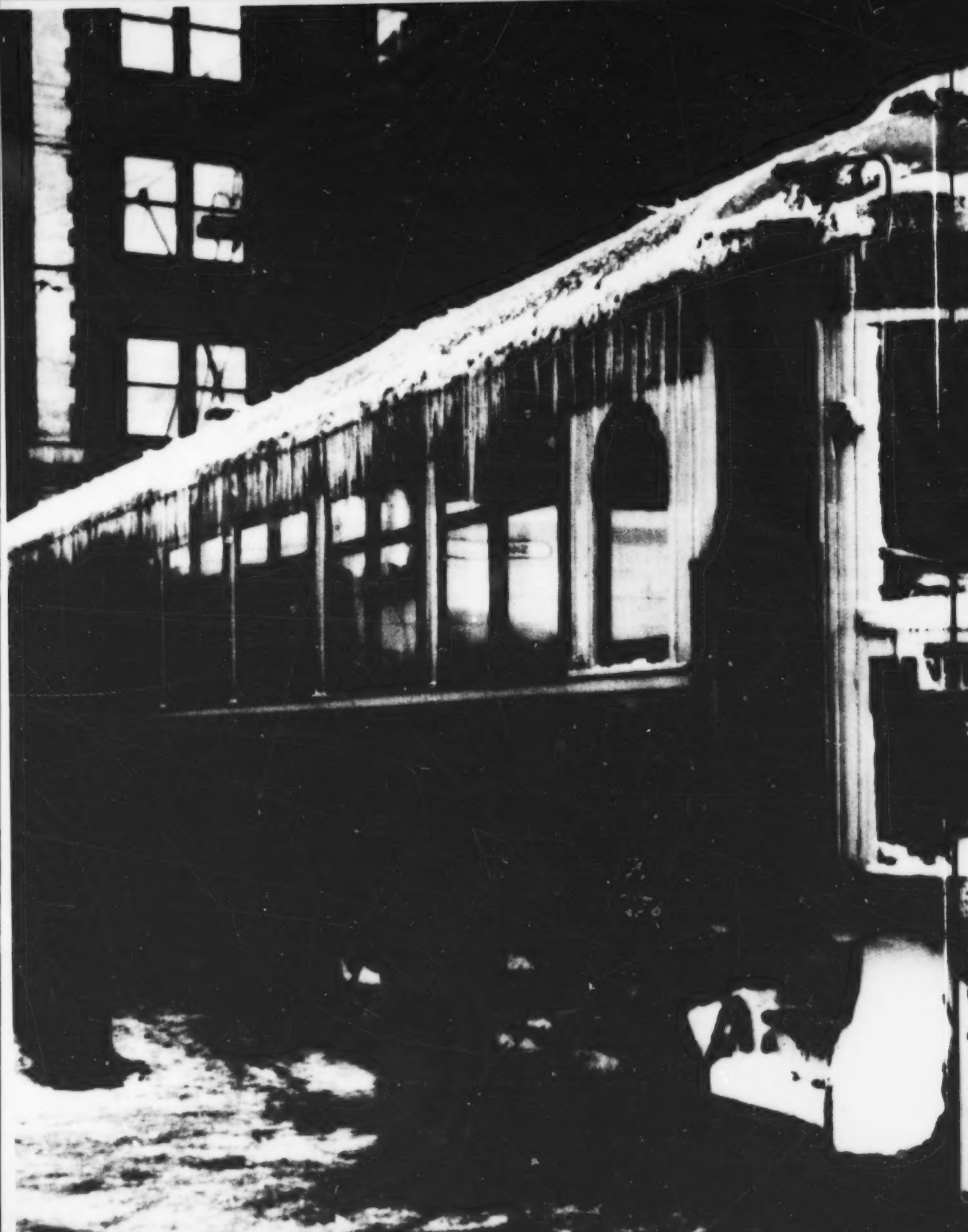
Victoria Custom Transit — handyDART

In addition to the conventional system, a 17-van handyDART service serves disabled residents in the region.

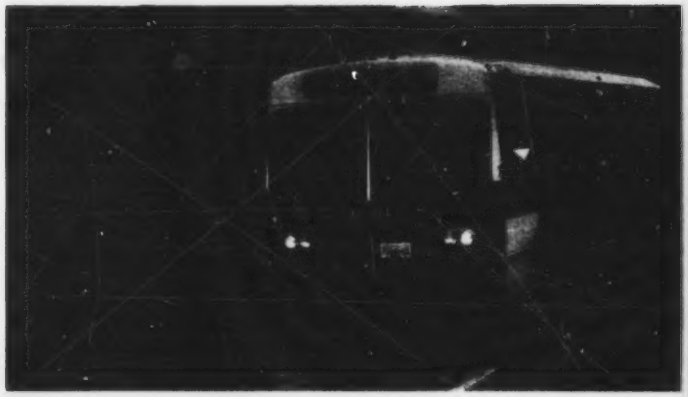
This system is operated under contract by Accessible Transportation Alternatives Ltd., and provided 38,200 hours of service during the year, an increase of 18 per cent over the previous fiscal year. Ridership also increased by 18 per cent to 109,800, and the resulting service productivity of 2.7 rides per hour is among the highest in Canada for metropolitan centres. Total costs were $1,154,900 for the year, with farebox revenues of $160,200 covering 13.9 per cent of costs.

Demand for service is growing quickly with the move to increase home support services programs and deinstitutionalisation. The two new vehicles added into the operation over the July/August period were being operated at capacity almost immediately. The number of active registered users increased to 2,600 in 1989. With these expanded government programs and the popularity of the Victoria region as a retirement destination, the demands for service are expected to continue to grow.

Above: A new MCI Classic in Oak Bay, 1990.
Below: The Outer Wharf Street tram, circa 1890. This open style of streetcar was used in summer on the Oak Bay line. It was sometimes referred to as the Toast Rack.



Small Community Systems Program



Innovation and Expansion Mark 10th Anniversary

In 1989, the Small Community Systems Program celebrated its 10th anniversary with new developments in the conventional, paratransit and custom transit systems. The addition of five new systems and expansion to eight others highlight the Program for the year.

Public transit in Chilliwack, now and then. The photo at left shows tram 1309 in 1948, covered with snow and icicles — a typical sight during winter. Chilliwack is now served by Orion buses (above). During the year under review, Chilliwack's fleet increased from one to three buses.

Conventional Transit

The conventional transit systems recorded an excellent year. There were 299,000 hours of service provided, a slight decrease from 1988/89 due primarily to the amalgamation of Maple Ridge into the Vancouver Regional Transit System. Ridership, however, climbed to more than 6.6-million revenue passengers. Total program expenditures were $16.4 million, with revenues of $4 million resulting in a cost recovery rate of 25 per cent.

The expansions in the conventional transit program included increases in service in all the Fraser Valley communities: Abbotsford-Matsqui, Chilliwack and Mission. Fleet numbers doubled from two to four buses in Abbotsford-Matsqui. In Chilliwack, the fleet increased from one to three buses. Both these expansions allowed service to operate with a half-hour frequency on the major routes. In Mission, service was increased to operate six days a week, from the previous four. Due to the tremendous population growth throughout the Valley and the performance of the new services, further expansions are being contemplated.

Sunday service was introduced in Nanaimo and reinstated in Kamloops after a six-year absence. These services are more productive than the previous Sunday service in Kamloops. The advent of Sunday shopping in these communities spurred the demand for these services and they are performing better than initially expected.

Penticton's summertime-only lake-to-lake shuttle bus was incorporated into the regular schedule. In addition to providing service to summer tourists, it now also provides year-round service into new areas of the city.

In the Conventional Transit Program, 107 buses operated during peak-hour service in 20 individual systems, servicing more than 500,000 residents in 23 municipalities. The systems range in size from the Castlegar Region, serving just over 7,000 residents, to the Kelowna Region, serving just under 70,000. All the systems are run by private companies with the exceptions of the Nanaimo Region, Nelson and Powell River, which are run by their respective municipalities.

Right: Boulevard, at the Canadian Forces Base, Vedder Crossing. Below: An open-sided bus at Agassiz in 1909, bound for Harrison Hot Springs.

Paratransit and Custom Transit

The year under review was the most exciting year ever in both the Paratransit and Custom Transit programs. Ridership reached 330,000 revenue passengers, a 15 per cent increase over last year. Total program expenditures were $2.7 million, with revenues of $430,000 resulting in a cost recovery rate of 16 per cent.

The increasing seniors population and the growth in smaller municipalities were reflected by the expansions in both custom and paratransit systems. New handyDART systems were implemented in Chilliwack, Nanaimo and the Trail region. Paratransit systems were introduced in Creston and Nakusp.

Existing handyDART systems were expanded in Alberni-Clayoquot, Kelowna and Vernon. The additional minibus implemented in the Sunshine Coast paratransit system allowed operation of a regularly scheduled service. The additional minibus implemented in the Williams Lake paratransit system provided service to new areas of the city. Projections indicate that the strong demand for service will continue, leading to a further extensive schedule of expansions in upcoming years.

Custom transit passengers are highly dependent upon this service for basic mobility. More than 60 per cent of the 6,800 registered users are 65 years of age or older. One-quarter of all trips are made by passengers who are in wheelchairs. Almost half of all trips are for medical purposes; one-third of trips are made for work or educational purposes.

The year under review saw a total of 24 custom transit (handyDART) and paratransit systems in the Small Community Systems Program utilizing a fleet of 51 vehicles. Paratransit provides door-to-door service in smaller communities. Custom transit provides door-to-door service for the disabled in those communities that have conventional transit.

Other Program Developments

New vehicles were purchased for the Small Community Systems this year. These vehicles included eight Orion buses, three Arrow and Champion minibuses, and 15 Wecon and Procom vans.

Other capital projects included garage improvements and shop equipment enhancements. These took place in Kamloops, Kelowna and Trail.

Many of the transit systems in the program have, for many years, been integral parts of the communities they serve. The nine-millionth rider on the Kelowna Regional Transit System boarded a bus in June. In Kamloops, the transit system marked its thirteenth anniversary in October 1989. Both these occasions were celebrated with the presentation of gifts and prizes, and 25-cent seat sales.

Community growth has also led to major planning efforts for new or expanded transit systems. Feasibility studies for conventional and custom transit were conducted in the Comox Valley and Squamish. Long-range transit development plans were also undertaken in Prince George and Kelowna, covering the years 1989 to 1991 and 1990 to 1994, respectively.

New concepts in planning and operating services were introduced this year. New handyDART services in the Nanaimo and Trail operations were integrated with the existing conventional transit operations. In Castlegar, the one-bus conventional system was converted to a two-minibus integrated conventional/paratransit/custom transit system. Plans were also confirmed for conversion of the Terrace Conventional Transit System to an integrated operation, similar to Castlegar. In the Prince George and Kelowna long-range plans, integrated paratransit options with both the conventional- and custom transit systems were also proposed.

BC Transit Programs

Top: handyDART, Penticton.
Bottom: The 111 South Rutland conventional bus service, Kelowna.

Conventional Bus Services

Vancouver Region
Victoria Region
Abbotsford/Matsqui
Campbell River
Central Kootenay (Castlegar region)
Central Okanagan
Chilliwack
Coldstream
Comox
Dawson Creek
Fort St. John
Kamloops
Kelowna
Kitimat
Kootenay-Boundary
Maple Ridge
Mission
Nanaimo
Nelson
Okanagan/Similkameen (Naramata)
Penticton
Port Alberni
Powell River
Prince George
Prince Rupert
Terrace (including Thornhill)
Vernon

Paratransit

(rural areas and smaller communities)
Comox
Cranbrook
Central Kootenay (Nelson, Creston and Nakusp)
Cowichan Valley (Duncan and North Cowichan)
Kimberley
Okanagan-Similkameen (Naramata)
Princeton
Quesnel
Summerland
Sunshine Coast
Williams Lake

handyDART

(door-to-door transportation for disabled people)
Vancouver Region
Victoria Region
Abbotsford-Matsqui
Alberni-Clayoquot (Port Alberni and area)
Central Kootenay (Castlegar)
Chilliwack
Kelowna
Kamloops
Kootenay-Boundary (Trail and area)
Maple Ridge
Nanaimo
Penticton
Prince George
Prince Rupert
Vernon and area

BC Transit Fleet

Vancouver

Diesel buses (including West Vancouver buses)	613
Electric trolley buses	244
Rapid transit cars	114
SeaBus ferries	2

Victoria

Diesel buses	113

Small Communities

Diesel buses	140

handyDART

Vancouver	138 vehicles
Victoria	19 vans
Small Communities	35 vans

Paratransit

Small Communities	15 vans

Above: Serviceman, Rhondy Cox, at Burnaby Transit Centre, 1990.
Below: A serviceman cleans a trolley bus at Oakridge Transit Centre, 1955. Alongside the bus is an older bus converted to serve as a giant power vacuum.

Financial Summary

Ridership and Revenues Increase

Fare revenues for the year were $125.8 million, compared to $115.3 million in the previous year, an increase of $10.5 million (9.1 per cent). The revenue increase results from a six per cent increase in total provincial ridership and and a higher average fare per rider. The higher

In 1906, streetcar fares were collected in hand-held leather fare-boxes, dubbed "coffeepots". Fares to ride the 1990s' state-of-the-art SkyTrain (above) are paid before boarding.

NOTICE TO PASSENGERS

average fare reflects an increased proportion of riders paying peak-zone fares from the Vancouver suburbs and the July 1989 fare increase in Victoria.

Total expenditures for the fiscal year ended March 31, 1990, were $395.8 million, compared to $371.4 million last year. The Vancouver Regional Transit System accounted for $353.4 million; Victoria and Small Communities incurred expenditures of $22.9 million and $19.5 million, respectively. Increased operating costs arose largely from labor and material cost increases. Total interest costs increased by $3.1 million in 1989/90 as a result of rate increases.

The provincial government funding contribution increased from $132 million to $139.5 million in 1989/90, as a consequence of increased operating costs.

The provincial government also provided $38.9 million in debt-servicing assistance, comprised of principal and interest payments on the Province's 50 per cent share of the SkyTrain Phase I guideway capital costs of $275 million.

Required contributions from the municipalities increased by $3.1 million as a result of expenditure increases exceeding increases in fare revenue.

Comparative Performance Statistics

Vancouver Regional Transit System
(excluding Custom Transit Service)

	1989/90	1988/89	Per Cent Change
Ridership	112,528,558	105,600,223	6.56%
Service Hours	2,867,033	2,778,322	3.19%
Service Kilometres	62,955,128	61,075,657	3.08%
Total Cost per Passenger	$2.98	$3.04	-1.97%
Total Cost per Service Hour	$116.79	$115.44	1.17%
Revenue as a per cent of Total Cost	31.54%	30.44%	3.61%

Victoria Regional Transit System
(excluding Custom Transit Service)

	1989/90	1988/89	Per Cent Change
Ridership	14,478,763	13,727,358	5.47%
Service Hours	372,837	359,061	3.84%
Service Kilometres	7,963,672	7,912,747	0.64%
Total Cost per Passenger	$1.50	$1.44	4.17%
Total Cost per Service Hour	$58.37	$54.93	6.27%
Revenue as a per cent of Total Cost	45.45%	42.91%	5.91%

Small Communities Regional Transit System
(excluding Custom Transit and Paratransit Service)

	1989/90	1988/89	Per Cent Change
Ridership	6,659,042	6,446,268	3.30%
Service Hours	303,240	308,947	-1.85%
Service Kilometres	7,495,904	7,807,670	-3.99%
Total Cost per Passenger	$2.51	$2.27	10.57%
Total Cost per Service Hour	$55.06	$47.34	16.31%
Revenue as a per cent of Total Cost	24.45%	25.63%	-4.60%

Total BC Transit
(excluding Custom Transit and Paratransit Service)

	1989/90	1988/89	Per Cent Change
Ridership	133,666,363	125,773,849	6.28%
Service Hours	3,543,110	3,446,330	2.81%
Service Kilometres	78,414,704	76,796,074	2.11%
Total Cost per Passenger	$2.79	$2.82	-1.06%
Total Cost per Service Hour	$105.36	$103.03	2.26%
Revenue as a per cent of Total Cost	32.04%	30.94%	3.56%

British Columbia Transit
Audited Consolidated Financial Statements
March 31, 1990

Report of Management

The management and Board of Directors of BC Transit is responsible for the consolidated financial statements appearing in this annual report. The consolidated statements were prepared in accordance with accounting principles appropriate for BC Transit and fairly represent the transactions and financial position of the corporation.

BC Transit's system of internal accounting controls is designed to provide reasonable assurance that assets are safeguarded, transactions are properly recorded and executed in accordance with management's authorization, and the books and records accurately reflect the disposition of assets. Inherent to the concept of reasonable assurance is the recognition that there are limits in all internal control systems and that system costs should not exceed the expected benefits. The system includes the selection, training and development of qualified personnel, organizational division of responsibilities and communications of company policies and procedures. The system is reviewed and evaluated by a program of internal audits.

The Audit Committee of the Board of Directors meets regularly with the internal auditors to discuss their audit work, accounting policy views, adequacy of internal accounting controls and the quality of financial reporting.

Auditors' Report

To the Members of the Board of Directors of British Columbia Transit:

We have examined the consolidated balance sheet of British Columbia Transit as at March 31, 1990, and the consolidated statements of revenue and expenditures and accumulated net revenue, contributed surplus and changes in financial position, and the statement of changes in regional transit funds for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests and other procedures as we considered necessary in the circumstances.

In our opinion, these consolidated financial statements present fairly the financial position of British Columbia Transit as at March 31, 1990, and the results of its operations and the changes in its financial position for the year then ended in accordance with generally accepted accounting principles on a basis consistent with that of the preceding year.

Peat Marwick Thorne
Chartered Accountants
May 8, 1990

Consolidated Balance Sheet

	March 31 1990 ($000)	March 31 1989 ($000)
ASSETS		
CURRENT ASSETS		
Short term investments	$ 2,342	$ -
Accounts receivable		
Province of British Columbia	18,750	15,120
Municipalities	23,195	21,865
Sundry	2,379	1,196
Parts inventory	9,900	9,457
Prepaid expenditures	2,892	3,711
	59,458	51,349
MORTGAGE RECEIVABLE	502	557
LONG-TERM DEBT SINKING FUND	77,060	52,889
FIXED ASSETS		
SkyTrain (notes 3 and 8)	1,144,652	1,126,104
Land, buildings and equipment (note 4)	260,883	244,535
	1,405,535	1,370,639
	$ 1,542,555	$ 1,475,434
REGIONAL TRANSIT FUNDS		
Cash and term deposits	$ 44,001	$ 30,348
Accounts receivable and accrued interest	4,874	5,717
	$ 48,875	$ 36,065

APPROVED BY THE BOARD:

Director _____

Director _____

	March 31	
	1990	1989
	($000)	($000)
LIABILITIES, EQUITY AND FUND BALANCES		
CURRENT LIABILITIES		
Cheques issued in excess of funds on deposit	$ 547	$ 1,324
Accounts payable and accrued liabilities	81,188	71,466
Payable to contractors	3,076	4,177
Notes payable (note 5)	210,641	167,445
Current portion of long-term debt	18,292	16,419
Current obligations under capital leases	6,117	5,753
	319,861	266,584
LONG-TERM DEBT (note 6)	806,001	785,473
OBLIGATIONS UNDER CAPITAL LEASES (note 7)	209,885	215,838
EQUITY		
Contributed surplus	201,405	204,935
Accumulated net revenue	5,403	2,604
	206,808	207,539
	$ 1,542,555	$ 1,475,434
CONTINGENT LIABILITIES (note 8)		
Payable to BC Transit	$ 20,341	$ 19,900
Fund Balances	28,534	16,165
	$ 48,875	$ 36,065

Consolidated Statement of Revenue and Expenditures and Accumulated Net Revenue

	Year ended March 31	
	1990	1989
	($000)	($000)
Revenue		
Operations	$ 125,843	$ 115,340
Interest	7,751	4,281
	133,594	119,621
Expenditures		
Operations and maintenance	202,073	185,559
Administration	38,069	37,145
Interest on long-term debt	92,482	90,084
Interest on obligations under capital leases	23,773	22,372
Other interest	421	1,096
Depreciation and amortization	33,453	29,548
Property leases and taxes	5,545	5,588
	395,816	371,392
	(262,222)	(251,771)
Recoveries		
Contributions from the Province of British Columbia	139,473	131,968
Contributions from municipalities	81,087	77,976
Provincial grant - debt servicing assistance	38,927	38,927
Amortization of contributed surplus to offset depreciation charged on contributed assets	2,735	2,900
	262,222	251,771
NET REVENUE FROM TRANSIT OPERATIONS	-	-
Other		
Realization of contributed surplus on disposal of contributed assets	795	1,552
Gain (loss) on disposal of fixed assets	447	(579)
Loss on disposal of inventory	(15)	(921)
Net income from insurance operations	1,572	-
	2,799	52
NET REVENUE	2,799	52
Accumulated net revenue at beginning of year	2,604	2,552
ACCUMULATED NET REVENUE AT END OF YEAR	$ 5,403	$ 2,604

Consolidated Statement of Contributed Surplus

	Year ended March 31	
	1990	1989
	($000)	($000)
APPRAISAL INCREASE CREDITS		
Balance at beginning of year	$ 185,870	$ 190,327
Amount transferred to statement of revenue and expenditures and accumulated net revenue to offset depreciation charged on contributed assets	(2,735)	(2,900)
Reduction on disposition of contributed assets	(823)	(1,557)
	182,312	185,870
OTHER CONTRIBUTED SURPLUS		
Balance at beginning of year	19,065	19,060
Increase on disposition of contributed assets	28	5
	19,093	19,065
BALANCE AT END OF YEAR	$ 201,405	$ 204,935

Consolidated Statement of Changes in Financial Position

	Year ended March 31	
	1990	1989
	($000)	($000)
CASH PROVIDED BY (USED FOR):		
OPERATIONS		
Net revenue	$ 2,799	$ 52
Items not involving cash		
Depreciation and amortization	33,453	29,548
Amortization of bond discount	793	794
Amortization of contributed surplus to offset depreciation charged on contributed assets	(2,735)	(2,900)
Realization of contributed surplus on disposal of contributed assets	(795)	(1,552)
Loss (gain) on disposal of assets	(447)	1,500
	33,068	27,442
Changes in non-cash operating working capital		
Accounts receivable	(6,143)	(1,767)
Parts inventory	(443)	(576)
Prepaid expenditures	819	227
Accounts payable and accrued liabilities	8,621	3,165
	35,922	28,491
FINANCING		
Principal repayments on capital leases	(5,589)	(5,165)
Increase (decrease) in		
Notes payable	43,196	52,520
Long-term debt	21,608	-
Long-term debt sinking fund	(24,171)	(20,700)
Decrease in mortgage receivable	55	143
	35,099	26,798
INVESTMENTS		
Short term investments	(2,342)	-
Proceeds from sale of fixed assets	4,427	66
Additions to		
SkyTrain	(44,766)	(45,191)
Land, buildings and equipment	(27,563)	(11,129)
	(70,244)	(56,254)
INCREASE (DECREASE) IN CASH DEFICIENCY	777	(965)
Cash deficiency at beginning of year	(1,324)	(359)
CASH DEFICIENCY AT END OF YEAR	$ (547)	$ (1,324)

Statement of Changes in Regional Transit Funds

	Vancouver ($000)	Victoria ($000)	Total Year ended March 31 1990 ($000)	1989 ($000)
FUND BALANCE AT BEGINNING OF YEAR	$ 12,680	$ 3,485	$ 16,165	$ 3,564
Revenue				
Gas tax	47,636	-	47,636	48,624
Non-residential property tax	21,247	-	21,247	21,269
Power levy	10,201	4,077	14,278	13,885
Interest earned	4,450	538	4,988	2,563
	83,534	4,615	88,149	86,341
	96,214	8,100	104,314	89,905
Contribution to shareable deficit	(71,637)	(4,143)	(75,780)	(73,740)
FUND BALANCE AT END OF YEAR	$ 24,577	$ 3,957	$ 28,534	$ 16,165

Notes to Consolidated Financial Statements Year Ended March 31, 1990

1. Authority

British Columbia Transit ("BC Transit") is established under the British Columbia Transit Act, as amended, to operate the urban transit systems in the Province of British Columbia.

In accordance with the Vancouver and Victoria Regional Transit Commission regulations, BC Transit is responsible for the administration of all funds raised by certain tax levies. The financial position and changes during the year in these funds are set out in the Consolidated Balance Sheet and in the Statement of Changes in Regional Transit Funds.

2. Summary of Significant Accounting Polices

The accompanying financial statements are prepared in accordance with generally accepted accounting principles appropriate for BC Transit. The significant accounting policies are set out hereunder:

(a) Basis of presentation
These consolidated financial statements include the accounts of BC Transit and its wholly owned subsidiary, BC Transit Captive Insurance Company Inc., which was formed to provide certain types of insurance coverage solely to BC Transit.

(b) Parts inventory
Parts inventory is valued at the lower of cost and replacement value. Cost is determined using the average cost method. Certain parts inventory was acquired from B.C. Hydro in 1980 at a nominal cost. At the time of its acquisition, this inventory was valued at its average cost to B.C. Hydro with the difference being credited to contributed surplus.

(c) Fixed assets
Fixed assets have been recorded as follows:

(i) Fixed assets transferred from the Province of British Columbia in fiscal year 1980, at their appraised value at June 30, 1979.

(ii) Revenue vehicles acquired from B.C. Hydro, at their appraised value at March 1, 1980.

(iii) SeaBuses, the South Shore and North Shore SeaBus Terminals, acquired from the Province of British Columbia, at appraised values. At August 18, 1987 the SeaBuses were reappraised by Robert Allan Ltd., as a result of which, fixed assets and contributed surplus were both increased by $1,950,000. The other appraisals were carried out at various dates between July 15, 1980 and June 30, 1981.

2 Summary of Significant Accounting Polices (continued)

(c) Fixed assets (continued)

(iv) The trolley overhead system acquired from B.C. Hydro on January 1, 1984 at its nominal value of $1.

(v) Land, land improvements, buildings and equipment acquired from B.C. Hydro, at appraised value. These appraisals were carried out at various dates between April 1, 1980 and April 1, 1982.

All appraisals are fair market value appraisals with the exception of the appraisal of buildings and land improvements, which are appraised at depreciated replacement cost.

(vi) All other fixed assets, at cost, including capitalized interest as indicated in note 2 (d).

(vii) Depreciation and amortization are provided on the basis which results in a matching of these charges with BC Transit's statutory power to recover the costs of the related assets. Contributed assets are not subject to recovery and are depreciated over their estimated useful lives by the sinking fund method. All assets are depreciated over a period not exceeding their estimated remaining useful lives.

(d) Capitalization of interest
Interest, incurred in connection with capital acquisitions from the date of advance of funds until the assets are placed in service for transit purposes, is capitalized. Interest of $21,359,000 (1989, $14,313,000) was capitalized during the year ended March 31, 1990.

(e) Amortization of bond discounts
Bond discounts are amortized on a straight-line basis over the term of the debt.

(f) Amortization of contributed surplus
Contributed surplus (appraisal increase credits) is being amortized and reflected in net revenue at an amount equal to the depreciation charged on those assets for which BC Transit does not have statutory power to obtain full recovery from operations.

Notes to Consolidated Financial Statements Year Ended March 31, 1990

3. SkyTrain

	1990			1989
	Carrying Value ($000)	Accumulated Depreciation and Amortization ($000)	Net ($000)	Net ($000)
Vancouver-New Westminster Phase				
Property and rights-of-way	$ 37,976	$ -	$ 37,976	$ 37,976
Vehicles and equipment under capital lease	159,502	10,016	149,486	152,382
Construction, engineering and adminstration	818,482	73,342	745,140	768,462
	1,015,960	83,358	932,602	958,820
New Westminster-Scott Road Phase				
Property and rights-of-way	13,041	-	13,041	13,475
Construction, engineering and adminstration	182,058	-	182,058	150,578
	195,099	-	195,099	164,053
Capital projects in progress				
Scott Road-Whalley phase	6,365	-	6,365	3,231
Vehicles	10,586	-	10,586	-
	16,951	-	16,951	3,231
	$1,228,010	$ 83,358	$1,144,652	$1,126,104

SkyTrain carrying values set up above include costs of $854,385 (1989, $854,385) and capitalized interest of $161,575 (1989, $161,575) for the Vancouver-New Westminster phase. Costs of $149,824 (1989, $139,524) and capitalized interest of $45,275 (1989, $24,529) are included for the New Westminster-Scott Road phase.

At March 31, 1990 BC Transit has unutilized approved funding for the Whalley extension of $123,983,000 (excluding interest), of which $1,298,829 has been committed, and unutilized approved funding for the purchase of 16 SkyTrain vehicles of $36,800,000 of which $35,654,316 has been committed.

4. Land, Buildings and Equipment

	1990			1989
	Carrying Value ($000)	Accumulated Depreciation and Amortization ($000)	Net ($000)	Net ($000)
Land	$ 48,794	$ -	$ 48,794	$ 48,851
Land improvements	12,588	1,380	11,208	14,287
Buildings	64,250	5,005	59,245	55,856
Revenue vehicles	60,793	20,566	40,227	25,910
Revenue vehicles under capital leases	91,652	17,462	74,190	77,447
Equipment	19,120	2,190	16,930	13,808
Capital projects in progress	10,289	-	10,289	8,376
	$ 307,486	$ 46,603	$ 260,883	$ 244,535

At March 31, 1990 BC Transit has unutilized approved funding for the purchase of 98 diesel buses and 20 articulated buses of $29,537,000 (excluding interest), of which $17,900,283 has been committed.

5. Notes Payable

	1990 ($000)	1989 ($000)
Commercial paper with the Province of British Columbia, 12.03% weighted average interest rate	$ 210,641	$ 167,445

Notes to Consolidated Financial Statements Year Ended March 31, 1990

6 Long-term Debt

	1990 ($000)	1989 ($000)
Debentures, 10.99% weighted-average interest rate, due November 25, 1997 to July 10, 2009	$ 745,046	$ 723,438
11.125% Bond payable, due December 1, 1998	50,000	50,000
8.75% Bond payable, due January 15, 2009	25,000	25,000
	820,046	798,438
Less unamortized bond discount	9,753	10,546
	810,293	787,892
12.25% Serial debenture, interest payable annually, principal repayments of $1,400,000 payable annually commencing January 31, 1991, with a final payment of $7,000,000 due January 31, 1996	14,000	14,000
	824,293	801,892
Less current portion	18,292	16,419
	$ 806,001	$ 785,473

Long-term debt is guaranteed by the Province of British Columbia.

Effective April 1, 1986 BC Transit entered into an agreement whereby the Province of British Columbia makes grants of principal and interest payments on $275,000,000 of the long-term debt, representing approximately 50% of the SkyTrain guideway and station construction costs for the Vancouver-New Westminster phase. These payments aggregated $38,927,000 during each of 1990 and 1989.

Sinking fund and serial debenture payments due in each of the next five years are approximately as follows ($000):

1991	$ 18,292
1992	18,292
1993	18,292
1994	18,292
1995	18,292

7. Obligations Under Capital Leases

The obligations under capital leases, which mature at various dates from 1994 to 2007, represent the total present value of future minimum lease payments discounted at the interest rates implicit in the leases at the commencement of the lease term. These rates vary with prime and during the year ranged from 8.3% to 12.8%.

Obligations under capital leases totalling approximately $210,522,000 are guaranteed by the Province of British Columbia.

The following is a schedule by year of approximate future minimum lease payments together with the balance of the obligations under capital leases as of March 31, 1990 ($000):

1991	$	28,540
1992		28,247
1993		28,796
1994		29,749
1995		28,548
1996 - 2007		295,961
		439,841
Less interest amount		223,839
		216,002
Less current portion		6,117
	$	209,885

8. Contingent Liabilities

In prior years, BC Transit had a disagreement with the supplier of the SkyTrain system on the interpretation of certain clauses of the purchase agreement. During 1990, this disagreement was settled with a resultant payment by the supplier to BC Transit to cover all outstanding matters. This receipt has been credited to the capital cost of the SkyTrain project in the current year.

A possible claim may be made by the City of Vancouver for damages due to the SkyTrain system noise. BC Transit has undertaken significant work to mitigate this noise. A possible claim may be made in respect of property sold for SkyTrain Phase II. The final outcome of these claims cannot presently be determined. These financial statements include a provision for remaining estimated net costs related to the system.

9. Comparative Figures

Certain figures for the prior year have been reclassified to conform with the presentation adopted in the current year.

BC Transit

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Front Cover Photos
Clockwise from top left: Uplands bus, Victoria (*Mark Van Manen*); wheelchair lift on a new MCI Classic (*Theresa Magee*); South Rutland bus, Kelowna (*Kelly Cromie, Images*); SkyTrain, downtown Vancouver (*Mark Van Manen*); SeaBus (*Mark Van Manen*).

Back Cover Photos
Clockwise from top left: Streetcar number 200 on the Uplands route, Victoria, March 7, 1944 (*BCT archives*); Grandview Highway bus M 11 — a 21-passenger White bus — parked outside Fish & Chip shop at Broadway and Commercial, Vancouver (*BCT archives*); August 16, 1948 — a crowd of people line up at Queen Elizabeth Park on Cambie Street to board trolley coach 2054 on the first day of regular trolley service (*BCT archives*); 1923 — tram 1700 pulls through forest into Sullivan Station, Surrey (*BCT archives*); long before SeaBus began service, the ferry St. George, named after A. St. George Hammersley, a local lawyer and land developer, plied the waters of Burrard Inlet, travelling between North Vancouver and downtown Vancouver (*photo courtesy Vancouver City Archives*). Ferry service from the North Shore began in 1866; in 1900, ferries began regular commuter service from the Lonsdale pier across the harbor to the wharf at the foot of Carrall Street.

Text Photo Credits
Jeff Barber (present-day photos), pages 4 (February 22 photo), 6, 40; *B.C. Jennings Ltd.*, page 8; *BC Transit Archives* (old photos), pages 2-3, 12-13, 14, 16, 18, 20-21, 27, 29, 39, 40, 43, 44, 47, 48-49; *Changing Images*, pages 9, 30,31; *Kelly Cromie, Images*, page 46 (Kelowna); *Destrube Photography*, page 33; *Peter Paul Harnisch*, pages 5, 7, 11; *North Shore Museum & Archives*, page 35 (ferry "North Vancouver"); *North Shore Museum & Archives, Leonard Helmer, photographer*, page 35 (Bill Rae); *Karen Leach*, pages 16 (KJ Clip), 32; *Marguerite Leach*, page 4 (July 31 photo); *Paul Little*, page 10 (senior officers group photo); *Theresa Magee*, page 4 (March 16 photo); *Virginia Magee*, page 46 (Penticton); *Vancouver City Archives*, page 24-25; *Mark Van Manen* (present-day photos), pages 13, 14-15, 16 (BC Transit Police) 18, 19, 20, 23, 24, 26, 27, 28-29, 34, 35, 36, 38-39, 41, 43, 44, 47, 48; *Victoria City Archives*, page 41 (Golf Car); *Gary Wildman*, page 22.

British Columbia Cataloguing in Publication Data
BC Transit.
Annual Report. — 1982/1983 —
Continues: British Columbia. Urban Transit Authority. Annual Report.
Report year ends March 31.
ISSN 0825-8252 = Annual Report - BC Transit
1. BC Transit - Periodical.
2. Local Transit - British Columbia - Periodicals.
HE4508.B7B32 354.7110087'84

Printed in Canada
on recycled paper